

THE BULLETIN

NATIONAL RAILWAY HISTORICAL SOCIETY



VOLUME 37, NUMBER 5
1972



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David W. Richter

COVER PHOTO: Decorated for July Fourth, Connecticut Co. 840 loads passengers at North Road Station on a warm summer day. This 1905 open car is the trademark of the Warehouse Point Museum. (See page 15).

Harre W. Demoro

OPPOSITE: Nevada County Narrow Gauge in Long Ravine, east of Colfax, Cal., 1937. Engine 9, BLW, 1914, was a boomer 2-8-0. At the time this photo was taken, it had been Nevada-California-Oregon 14 and Southern Pacific (NG) 1. In 1942 it was sent to the U.S. Navy at Pearl Harbor and was scrapped in 1946. The railroad ran from Colfax to Grass Valley and Nevada City, Cal. It was scrapped in 1942. The right-of-way in Long Ravine is now occupied by Interstate 80.

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The Society was founded in 1935 and incorporated in Maryland in 1937 as a non-profit organization for historical and educational purposes.

There are three classes of membership, Associate, Chapter and Family. Chapter members are those who affiliate with a local chapter. For information regarding chapter membership, meetings and local activities, write to the Chapter Director who lives nearest to you. Associate members are those who do not live near a chapter or who do not care to affiliate with a local unit.

National dues are \$4.50 per year for Associates and \$4.00 per year for Chapter members. Chapter dues are in addition to National dues. Family memberships are \$1.00 per year and are open to wives, mothers, daughters, nieces and aunts of and domiciled with either a Chapter or Associate member. They do not have the right to hold national office and do not receive the Bulletin. The purpose of this class of membership is to encourage entire families to participate in the Society's work.

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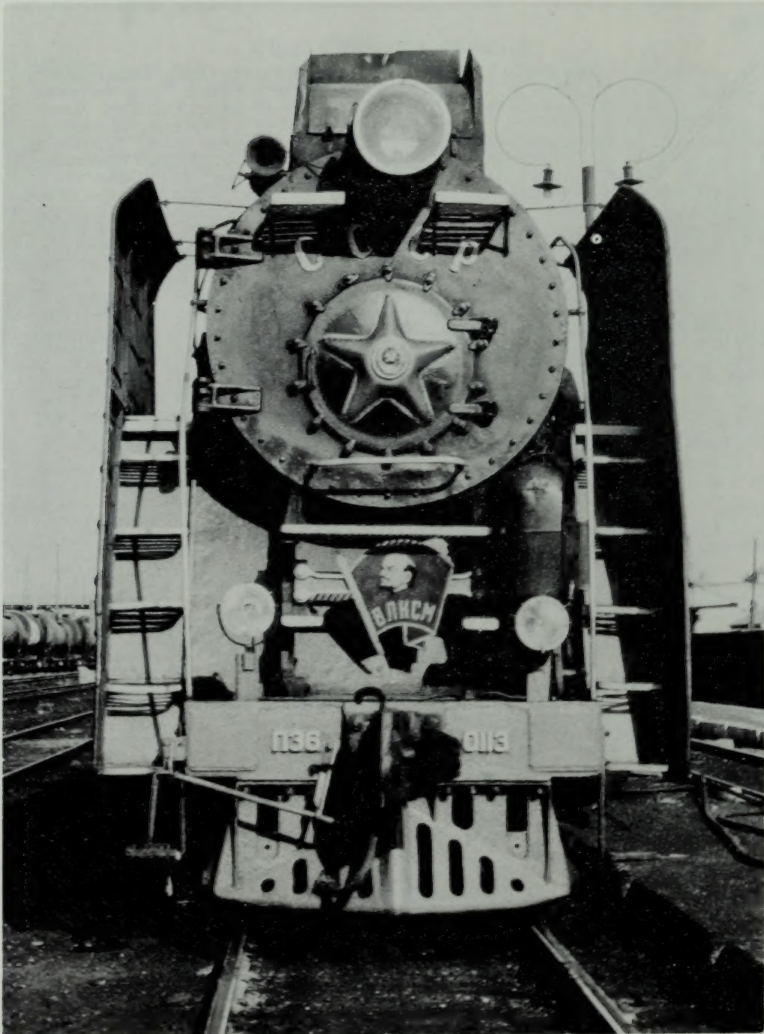
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A TRANS-SIBERIAN JOURNEY

Harry P. Dodge

Photos by the Author



At five minutes past ten every morning of the year, a train sets forth from Moscow's Yaroslav Station on a journey that will not end for another eight days and 5788 miles. The *Russia*, which spans the famed Trans-Siberian Railway, provides without doubt the longest continuous train ride in the world. The passenger boarding this train does so, however, with mixed feelings: on the one hand, the fascination of a trip across the vastness of Siberia and, on the other, an appreciation of the physical effort that is to be required for such a long journey.

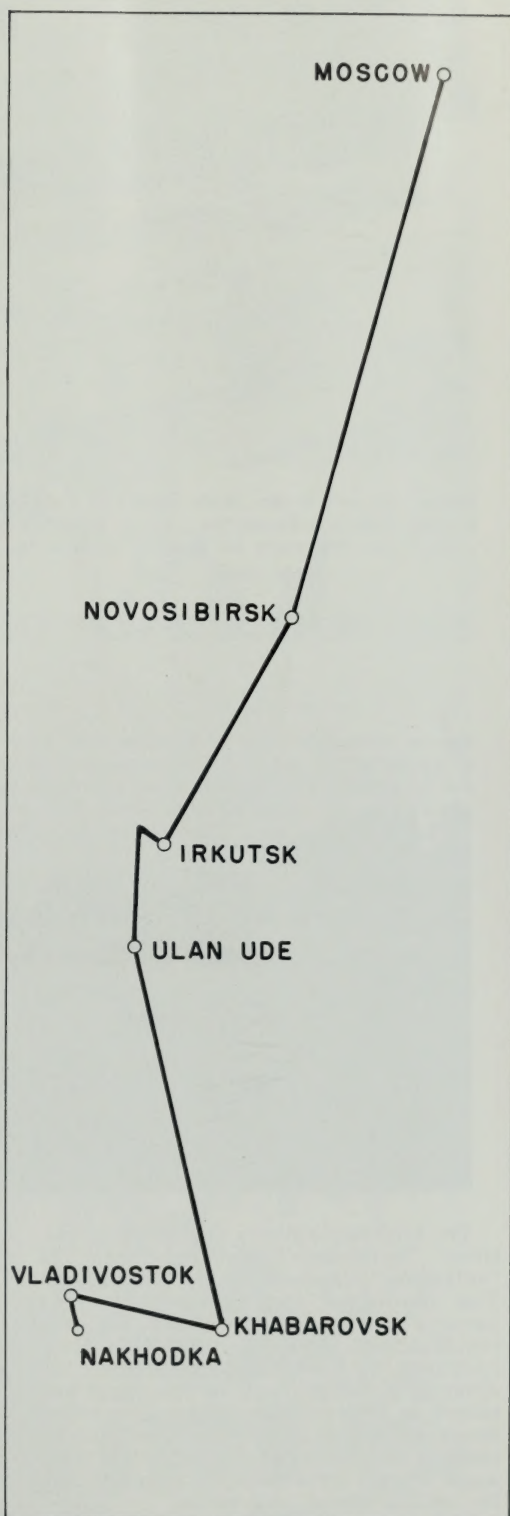
Much planning, well in advance, is required for this tour of tours, including approval by Intourist, the Russian National Travel Agency, and the securing of necessary visas. Our group, consisting of five persons, was aboard the *Russia* as part of a journey around the world, which was to carry us by rail from Trieste through Yugoslavia, Bulgaria, Rumania, thence to Kiev, Lenin-grad and Moscow.

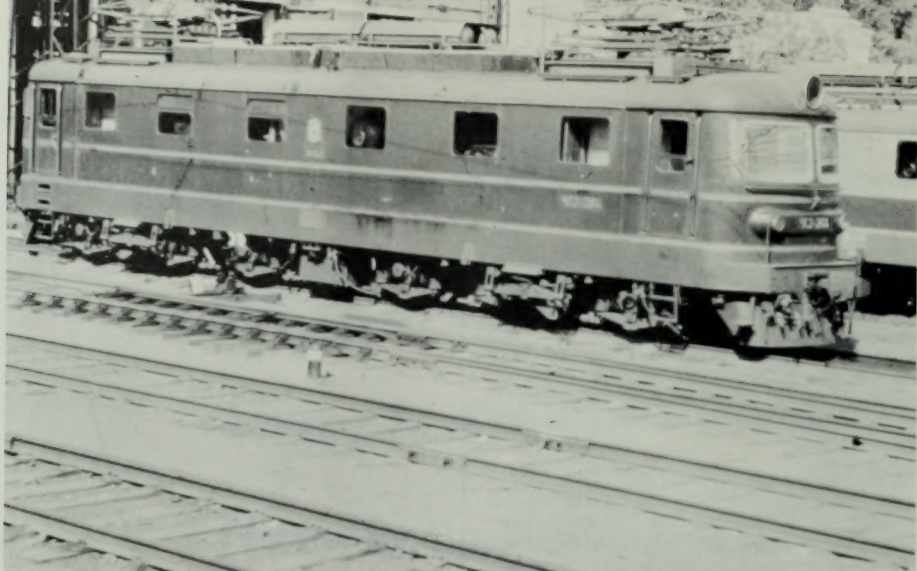
Because we wished to go all the way across Siberia to the Sea of Japan and thence by ship to Japan, we applied for stopovers in order to break the long journey. We had selected Irkutsk in central Siberia for our first stop but a flood in that city forced us to detrain at Novosibirsk instead. As the great port of Vladivostok is no longer used by overseas travelers for connection by boat to Japan, the nearby seaport of Nakhodka now handles this traffic. The boats, however, do not operate every day and the overnight train from Khabarovsk, eastern Siberia's largest city, is scheduled only in connection with that service. This made Khabarovsk the logical choice for our second layover.

* * * * *

As our train slips smoothly out of ancient, picturesque Yaroslav Station, we think of the woodburning Moguls of Czarist times. Those puffing monsters, with their balloon stacks, worked the several railways that began in the 1880's to extend themselves across Siberia. Our locomotive today, of course, is a far cry from those Czarist Moguls: electrification now extends to Ulan Ude, about two-thirds of the distance to Nakhodka.

A U.S.S.R. 4-8-4 built in 1956 provides the power for No. 2, the *Russia*. This photo was taken during a station stop in eastern Siberia.





Above, the well-known Skoda Works in Czechoslovakia provided the Trans-Siberian with this electric passenger locomotive. Below, a portion of the original right-of-way along Lake Baykal. Note the abutments for separate bridges for each track, a precaution against sabotage.



The train's consist is one headend car, three "hard-class" sleeping cars, 12 "soft-class" sleepers and a dining car. The hard-class cars accommodate six persons in triple-deck bunks in each compartment while the soft-class sleep four persons in double-deck berths. The diner is about midway in the train and serves as a community center even when meals are not in progress. The headend car and the rearmost car carry the train name *Pocir*, or *Russia*, in raised metallic letters above the eaves.

It is not a deluxe express but is reasonably comfortable once one becomes

accustomed to the facts of life aboard a Russian train. There is never a vacant berth, for when a passenger alights enroute another promptly takes his place. The two sexes are mingled, quite casually, in the compartments as requirements dictate. Each car is in the custody of two women attendants who work the entire journey to Khabarovsk, relieving each other as needed. The staff of the dining car also travels the entire distance without change.

The big electric locomotive pulls the train steadily at about 55 miles per hour and we soon leave Moscow behind. The



DINING IN RUSSIA. Above, at a typical station, the platform is lined with local women selling home-cooked food. Although public health authorities in the U.S.A. might object to uncovered food, the variety is greater than that which was found around many stations in this country. Below, the interior of a dining car attached to the author's train. In spite of the basically spartan appearance, tablecloths and flowers have been provided.



country is open and gently rolling with a very sparse population. Our car rides smoothly on the five-foot-gauge double-track line which is the Russian standard. Track is well maintained and bridges are of single track separated by a fair distance.

Lunch time arrives around one o'clock and we anxiously make our way to the diner to explore its cuisine. Our In-tourist guide, who accompanied us on the entire trip, is most helpful in interpreting the menu and suggesting various dishes. As the midday meal is the heaviest in Russia we are treated to a four-course affair. A typical order consists of choice of soup, salad or cheese, main course of meat or fish, potatoes or rice, followed by dessert, tea or coffee. Service is always prompt and extremely friendly. Payment for meals is made by means of coupons issued to each passenger with his ticket. The allowance was very generous. We ate well and ended the journey without exhausting our coupons.

After lunch most passengers enjoy a period of relaxation, either reading or sleeping, and we are no exception. Later in the afternoon the corridors begin to fill and the windows are partially lowered so that everyone can take in the fresh air and view the open country. Stops are none too frequent because Russia is a vast country with few people living in the rural areas. The landscape is one of wheat fields and forests of white birch trees.

Traffic along the Trans-Siberian is heavy, with trains running in the opposite direction every 15 minutes or so. The station stops are usually of ten or 15-minute duration. At the ends of each yard we notice freight trains awaiting clearance to move out. Passengers hurry back and forth to change trains, find friends or clamber aboard before departure. Russian equipment seems to ride somewhat higher off the rails than in most countries, and it's not unusual to see passengers duck under a car to get to a train on another track.

The evening meal, taken about seven o'clock, is a three-course affair along the same lines as our midday repast. The dining car offers a variety of cigarettes, chocolates, biscuits, soft drinks and more formidable refreshments. Local citizens come aboard at station stops and purchase some of these items for themselves. Most travelers on the train, however, seem to carry their own food with them and eat in their compartments.

After returning to our soft-class compartment, the evening conversation generally builds around our experiences to

date. Our trip through Yugoslavia, Bulgaria and Rumania had proven very rewarding both from a scenic and rail-fan point of view. But, of course, our excitement had mounted with the crossing of the border between Rumania and the Soviet Union. Because of the difference in gauges between the Russian railways and those of other European countries, with the exception of Finland, it is necessary to change the wheels under the cars. Our car had been jacked up, along with several others, the wheels rolled from under it and the wide-gauge Russian trucks substituted. The entire operation took 30 to 40 minutes.

Time came to bed down for our first night on the Trans-Siberian, a ritual to be repeated in much the same fashion for the balance of the trip. Agreement is reached as to who would have the use of the compartment first and in what order the others would follow. The matter of dressing and undressing in modesty when one travels in a compartment with the opposite sex is handled quite simply by hand signals when language is a barrier. Most passengers begin to arise about 7:30 and the line forms to reach the toilets at either end of the car. Everyone is prompt and polite so the wait is of short duration. Shaving is done with a complete lack of hot water, but each car is equipped with a samovar and a splendid cup of hot tea is brought to your compartment shortly after your return. The day having gotten under way, it becomes of prime interest to find out where we are. The car has a timetable posted and by comparing it with our watches we can determine our location. The timetable indicates Moscow time all the way to Khabarovsk even though we pass through seven time zones. This avoids the problem of changing watches every day to remain on time. The station platform clocks also keep Moscow time, so for the through passenger time-keeping is very simple.

Breakfast is put on for us about 8:30 and consists of a choice of cheese or sausage and unsalted caviar, followed by salad, fish, meat or omelet. Superb Russian brown bread, sweet rolls, toast with butter or jam, tea, coffee or juice complete our meal. As we sit there enjoying our breakfast we watch the unexpectedly gentle Ural mountains passing in the distance. We are at last entering Siberia and the world's largest continent.

Several of the larger towns along the railroad have trolley lines which can be seen from the train. We are reminded of the systems we saw in Kiev, Moscow and Leningrad. The latter city in particular had been most impressive with



Above, a typical scene of the Siberian countryside as observed from the train. Below, considering the sparse highway traffic generated by a village such as this, there is an abundance of grade crossing protection.



its vistas of the Neva River and its many canals. It is hard to imagine the remarkable recovery that Leningrad has made since its terrible ordeal in World War II, retaining its architectural beauty and offering one of the finest art galleries in the world.

Passing through the heavily forested areas, we note that the intermediate towns are generally of wood construction with attractive gingerbread cornices and trimmings on their buildings. The smaller stations are also of wood, although masonry is the rule in the larger cities.

Our first stopover is at Novosibirsk, for a period of 24 hours. Upon our arrival at about five in the afternoon, nearly two hours late, we are met by a local Intourist guide who is one of the most personable and friendly people we have ever met. After an early dinner we're taken to the opera house to see an extremely well-done presentation of "Manon Lescaut" by the local resident company. A tram ride and light refreshments complete the evening. Before returning to the station we visit the scientific center which is the pride of Novosibirsk.



TRANSIT IN RUSSIA. Czech-built Tatra articulated cars are in service in Novosibirsk. Below, a scene in Khabarovsk. The tram system here was constructed in 1953.



As we reboard our train for the long four days and nights to Khabarovsk, we are forced to split our party into two cars due to heavy booking of the train. We get under way about one hour late and settle back into the routine of rail travel.

We are still powered by an electric locomotive which turns out to be of Czech manufacture. Many of the branch lines which join our route are also electrified, though an occasional diesel makes its appearance. Steam engines west of Irkutsk are rare indeed but can be seen at certain terminals. Snow-

plows are stored on sidings in nearly all yards and are a grim reminder of the weather encountered much of the year in this part of the world. The old heated water tanks which were used in the days of steam are still standing in most stations as monuments to a by-gone era.

The country continues fairly level until we reach Lake Baykal, the world's deepest. Here the scenery changes to a more mountainous nature with white birch trees in abundance. We skirt the shore of the lake and on numerous occasions glimpse the original Trans-



Above, the 4-8-4 takes on water during a station stop in Siberia. The date is August 28, 1971. Below, a two-unit diesel at Khabarovsk with the boat train ready to leave for Nakhodka and the connection to Japan.



Siberian right-of-way which has long since been relocated. Freight traffic remains heavy with forestry products and oil from the refineries in Khabarovsk seeming to be the major commodities. Russian freight trains resemble American equipment much more than those of any other European country. The cars are large, with four-wheel trucks, and carry automatic couplers.

Passenger trains are also frequent and usually seem to be well filled. During one stretch of meticulous record-keeping we noted 86 trains, 32 of them passenger, in a ten-hour period.

The finest moment of our Trans-Siberian rail journey occurs on our arrival at Ulan Ude, when our faithful electric locomotive is uncoupled and a splendid P36 Class 4-8-4 takes its



The author's party on the journey, from left to right: H. P. Dodge, Mrs. Lincoln Harrison, Rogers Whitaker, Bernard Strauss, Intourist guide, Lincoln Harrison.

place. These rapidly-vanishing machines, resplendent in green and gold livery with a great red star on the smokebox, were built during the mid-50's and were the last steam locomotives constructed in the Soviet Union. We are to travel some 1500 miles behind these engines before reaching Khabarovsk, though a diesel intervenes for a short interval. Ulan Ude is a junction point for the line going south through Mongolia so there is a large collection of motive power in the yards.

We move out of the station after an exceptionally smooth start, and are soon rolling along at 50 mph. We make several stops of about ten minutes duration, except at water plugs when they are usually for 20 minutes. The stops give the passengers time to visit the stands along the station platforms where for a few coins one can purchase fresh fruits, vegetables and cooked foods. Much sharing and exchanging is done in the compartments during the trip. Language never seems to make any difference in this process as everyone gets along well with the other travelers despite the several nationalities represented.

Most of the freight trains are diesel-powered while the passenger trains interestingly enough are hauled by steam engines. One very steep grade required use of two steam helpers on westbound freight trains, but the long lines of dead steamers tell the story of the encroachment of diesel power.

We cross the Amur River on a very long bridge into Khabarovsk at about 1:00 A.M., where we are met by an

efficient Intourist representative and taken to our hotel. The next day is spent in sightseeing and exploration of the city's tram line, which was built in 1953!

Our overnight train to Nakhodka, where we are to board our ship for Japan, is first class indeed. The sleepers are some of Russia's newest, built in East Germany and staffed by uniformed women attendants. The compartments contain two berths each, with a commodious lavatory adjoining in which it is possible to take a semi-shower over the washbowl. The train carries two dining cars with matched settings and first class service by a uniformed staff. This final leg of our Trans-Siberian trip is powered initially by diesel and finally by electric engines.

At 9:00 A.M. we arrive in Nakhodka, where we are met by a bus and transferred to the customs house before boarding the Russian ship for Japan. We must bid farewell to our Intourist guide but are grateful to her and to the local guides along the way for making our trip such a success. It was only through their efforts and the assistance of local railway personnel that we were able to photograph the scenes presented here. Under normal circumstances, such photography would have been prohibited.

We were fortunate indeed to not only ride behind but record on film the magnificent P36 4-8-4's, because reliable reports indicate they may soon be bumped from main-line passenger work on this most remarkable of railways: the Trans-Siberian.

WAREHOUSE POINT

David W. Richter

Part III of the Museum Series

Last year some 56,000 people came to the small Connecticut Valley town of Warehouse Point to see and ride the last vestige of a trolley network that once covered most of New England. They were drawn there by the Warehouse Point Trolley Museum, one of the largest of its kind in the world.

The museum, known formally as The Connecticut Electric Railway Association (CERA), was founded in 1940 by three members of the Connecticut Valley Chapter, NRHS. Because NRHS bylaws at the time forbade its chapters from owning property, Members Henry R. Steig, Richard E. Whittier and Roger Borrup incorporated the museum as a separate nonprofit educational and historical association. The goal of these men in creating CERA was to preserve something of the then-rapidly-disappearing traction era. Most people would agree that they have succeeded well.

CERA operates over a section of the old Hartford & Springfield Street Railway Company that is in many ways typical of turn-of-the-century New England trolley lines. H&S ran for 25 miles between Hartford, Conn. and Springfield, Mass. using two parallel lines, one on each side of the Connecticut River. The company's car barn and headquarters were in Warehouse Point on the east side line, while a smaller car barn was located directly across the river in Windsor Locks and served the western line.

Despite its corporate name, H&S did not have its own tracks in either of the two major cities. In fact, it made connections with street railways at some distance outside the cities. It did, however, operate through service, using both its own equipment and cars of the Springfield Street Railway, one of the connecting companies.

The H&S had about 45 miles of main line track, although its routes totaled some 83 miles. Besides its two principal lines the company owned two branches, both on the east side of the river. One ran to Somers and the other to Rockville, a portion of which is now CERA's main line. H&S bought the Rockville branch from another company in 1906, which was probably a mistake. The line generated little traffic and was not financially sound. In 1918 the road went into receivership and piecemeal abandonment began. The last car over the Rockville branch completed its run on July 11, 1926, and within a few weeks service on the other lines ceased. Rails were torn up and nature recycled the ties back into the earth. Because of sparse population in the area, the Rockville branch right-of-way remained mostly intact, although overgrown.

In the years that followed, the giant Connecticut Company also whittled down its statewide system. Foreseeing the obvious, the three NRHS members incorporated CERA just nine months before trolley service halted in Hartford.

One of the first acts of the new association was to purchase 3.25 miles of right-of-way in the Town of East Windsor between North Road, Warehouse Point and Broad Brook. Shops and barn, as well as the main parking area, gift shop and station, are now located on additional land purchased off North Road. From there, the museum main line runs a straight two miles through woodlands, crossing three roads. Flashing signals have been installed at the first road and work on lights and gates is under way at the second crossing. The track stops several hundred feet short of the third road crossing. However, rails were installed in the pavement several years ago anticipating an eventual crossing.



*Upper, David W. Richter
Lower, Knickerbocker News*

Above, Oshawa Railway steeple cab 18 pulls a mixed train across Winkler Road. A D&H hopper, UTLX tank car, wooden open-platform Reading coach and Central Vermont caboose 4052 are the consist. Below, Ponemah Mills "Black Maria" is loaded aboard a truck in Niskayuna, N.Y. for the trip to the museum. The rare locomotive was built by General Electric in 1894 and ran until 1964 in Taftville, Conn.





David W. Richter

Above, an 0-4-0 fireless steam locomotive leaves the Stanley Works in New Britain, Conn. on its way to the museum. Built in 1934 by H. K. Porter, it was in service until a few days before this move in October, 1970. Below, Long Island Rail Road 4153, a multiple-unit commuter coach, Class MP54-A1, is the most recent and largest acquisition by the CERA museum. It is shown on the Warehouse Point siding prior to being moved to the museum.





Upper Left, William E. Wood
Lower Left, David W. Richter
Below, David W. Richter

Upper left, a carload of happy passengers hears the motorman explain details of the museum and operations. Lower left, passengers board Montreal Tramways open sightseeing car 4 at North Road station. The car with its stadium-type seating is the most popular at the museum. Below, a typical scene on car-moving day: museum members build a ramp up to a low-bed trailer. This scene has been repeated for all equipment that arrived on its own trucks.



The final mile of right-of-way traverses several curves, descends a six to eight-percent grade, then skirts the bank of the Scantic River before crossing to a terminus near Broad Brook. Also along this stretch is an area called Piney Ridge where the H&S ran a small amusement and picnic park.

Early history of the museum is well covered in the *Bulletin* for the second quarter of 1962. But it is the growth of the museum in the past ten years that is perhaps of greater interest. The collection of operating trolleys and locomotives has doubled in size, the main line has grown from a half mile to well over a mile, and the number of passengers carried each year has almost tripled. Car barns 3, 4 and 5 have been completed. A pit has been built in Car barn 5 and trackwork to the barn will be finished this summer, giving the museum an indoor work area for the first time.

Probably the single most important event in the past decade has been completion of a silicone-diode rectifier substation. This power plant, which converts commercial power into 600 volts DC, was completed this spring. Under construction for two years but plagued by a shortage of parts and technically qualified help, it has an output of 480 KW. The new power plant allows operation of some cars previously sidetracked as a result of their high current consumption. Because service can now commence with the flick of a switch rather than a fight with a rather mulish diesel generator, daily operation during the summer months is being considered.

Although numerous pieces of equipment have been added to the museum collection since 1962, the past year has been particularly fruitful. In October, 1971 the museum acquired the "Black Maria" from the now-abandoned American Museum of Electricity in Niskayuna, N.Y. A double-trucked locomotive



*Above, David W. Richter
Upper Right, William E. Wood
Lower Right, William E. Wood*

Above, in a scene straight out of the past, two 1920-vintage autos wait for Connecticut Company 1326, a wooden and very stylish trolley from 1910, to pass. The scene took place during an antique auto show at the museum. Upper right, Montreal Tramways 2056, followed closely by Connecticut Company open bench 840, makes a stop at Winkler Road platform. Both are headed back to North Road station. Lower right, Illinois Terminal Railroad PCC 451 makes a stop at Winkler Road. The smooth-running car, built in 1949 for St. Louis-Granite City service and the most modern at the museum, will see more use in the future.

built by General Electric in 1894, it was the first electric locomotive in America designed to do the same work as an ordinary steam switcher. It spent its entire life at the Ponemah Mills in Taftville, Conn. until retired from service in 1964. This rare example of early electric motive power is now back in its home state awaiting repairs.

Later in the same year North Shore passenger cars 162 and 710 were hauled the 140 miles from Niskayuna. The two-day move of the 55-ton, 55-foot-long cars climaxed months of planning. Special extendable low-bed trucks, several cranes, careful routing (the cars were too high for the tollways and interstate highways) and donations by several firms and numerous members got the cars to the museum with only minor incidents. The move attracted both television and newspaper coverage. It was the largest moving operation ever undertaken by the CERA. The North Shore cars fill an important gap in the museum's collection, for they are the only true interurbans there.

In January of this year, CERA received its largest piece of equipment. This is former Long Island Rail Road multiple unit coach 4153, class MP54-A1. Built in 1930 and operated until late 1971, it was brought to the Warehouse Point siding in a freight train and moved the final two miles to the museum using a special low-bed trailer and dolly. The car, almost 65 feet long and weighing 67 tons with trucks, represents heavy-duty mainline electrification. It is equipped for third-rail running, but the museum has added poles for overhead operation.

Among the most important of museum acquisitions during the past decade are Montreal open sightseeing car 4 and New Orleans Public Service car 836. The Montreal car was one of four of the famed "Golden Chariots" which for many years carried tourists in that city. Built in 1927, it ran until 1959 and was acquired by the museum in 1967. It is the most popular car with the public and is always filled during warm weather. The major operational problem, partly



THE CONNECTICUT ELECTRIC RAILWAY EQUIPMENT ROSTER

No.	Type	Builder	Electric Equipment	Year Built	Year Received	History
4	DT Open observation	Company		1927	1967	Montreal Tramways
8	Work, line; center cab	Springfield Electric		1900	1957	Springfield Electric; Springfield Terminal
10	30' wooden combine	Wason		1901	1947	Springfield Electric; Springfield Terminal
12	DT snow plow	Brill		1915	1956	Gardner & Templeton Street Railway; Springfield Terminal
14	Open	Wason		1905	1963	Fitchburg & Leominster — Body only
16	30' combine, lightweight	Wason		1926	1956	Springfield Terminal
18	Steeple cab locomotive	BLW - Westinghouse		1918	1964	Auburn & Syracuse 105, Oshawa Railway
25	Service	Company		1910	1949	Connecticut Co. 25, 0206
28	ST wooden, closed	Wason		1907	1963	Bristol & Plainville Tramway — On Truck
36	ST, 9 Bench open	Brill		1895	1952	Lynchburg (Va.) Traction & Light; Consolidated Railway; Connecticut Company
65	33' wooden, closed	Wason		1906	1941	Five Mile Beach Electric (N.J.)
162	Interurban	Brill		1915	1971	Chicago, North Shore & Milwaukee
169	28' ST, wooden, closed	St. Louis		1894	1951	Nassau Electric; Brooklyn Rapid Transit
855	15 Bench open	Brill		1902	1948	Fairhaven & Westville 355; Consolidated Railway 355; Connecticut Company 355, 663
451	PCC	St. Louis		1949	1965	Illinois Terminal
710	Interurban	Cincinnati		1924	1971	C. N. S. & M.
771	30' wooden, closed	Jewett		1904	1960	Consol. Ry. 189; Conn. Co. 189, 771
836	Closed	Perley-Thomas		1922	1964	New Orleans Public Service
840	15 Bench open	Jones		1905	1948	Consol. Ry. 383; Conn. Co. 383, 840
1201	Center entrance	Kuhlman		1914	1960	Cleveland Railway 1201; Shaker Heights Rapid Transit 1
1326	30' wooden, closed	Bradley		1910	1948	Connecticut Company 550, 1326
1500	Private Northern	Niles		1911	1963	Everett-Moore Syndicate
1794	13 Bench open	St. Louis		1912	1966	Compagnia de Transportes Coletivos de Estado de Guanabara — Rio de Janeiro, Brazil
1850	13 Bench open	St. Louis		1912	1966	CTC — Rio de Janeiro, Brazil
1887	13 Bench open	St. Louis		1912	1966	CTC — Rio de Janeiro, Brazil
2022	41' express	Wason		1911	1966	Connecticut Company
2023	Freight motor	Company		1910	1957	Connecticut Company 100, 2023
2056	Steel lightweight	Wason		1927	1959	Springfield Street Ry. 575; Montreal Tramways 2056; Montreal Transport Commission 2056
2600	Steel lightweight	Canadian Car & Foundry		1929	1959	Montreal Tramways; MTC
3001	DT Birney	Wason		1922	1948	Connecticut Company
4153	MP54-A1 (MU)	Pennsylvania RR.		1930	1972	Long Island
5645	Type 5A Semi-Convertible	Laconia		1923	1959	Boston Elevated Railway; Metropolitan Transit Authority
5777	Type 5A Semi-Convertible	Osgood-Bradley		1923	1970	Boston Elevated, MTA
010	ST sweeper	McGuire-Cummings		1899(c)	1962	Capitol Transit
0309	30' wooden, closed	Brill		1902	1949	F.&W. 154; Consol. Ry. 154; Conn. Co. 154, 672, 0309
W-1	Crane	Tramways		1912	1959	Montreal Tramways; MTC
	Steeple cab locomotive	General Electric		1894	1971	Taftville Cotton Mills; Ponemah Mills Black Maria
	4 wheel locomotive	Ponemah Mills		1905	1973	Ponemah Mills
	Steeple cab, 4 wheel, battery	BLW - Westinghouse		1918	1968	Corbin Co.; Emhart Corp., New Britain, Conn.

No.	Type	Builder	Steam Equipment	Year Built	Year Received	History
3	Climax "B"	Climax (1059)		1910	1964	Moore Keppel Co.; Middle Fork RR. 3
3	0-4-0ST	Porter (3959)		1916	1956	Hartford Electric Light Co.
5	0-4-0ST	Alco, Cooke (61699)		1920	1958	Hartford Electric Light Co.
5	0-4-0 (Fireless)	H. K. Porter (7230)		1934	1970	Stanley Works — New Britain, Conn.
132	Box			1890	1961	Singer Sewing Machine
143	Box			1890	1961	Singer Sewing Machine
145	Box			1890	1961	Singer Sewing Machine
940	60' open platform coach	Bradley		1898	1961	Philadelphia & Reading; Belfast & Moosehead Lake New Haven
2633	Combine			1908		Delaware & Hudson
2782	Hopper	C. V.		1921	1957	Central Vermont
4052	Caboose	Standard		1906	1952	New Haven
41445	Flat					
Other Equipment						
1924 Maxim Motor Company Fire Engine Pumper from the Drakeville (Conn.) Fire Department (1968)						
1912 Buffalo Steam Road Roller, Colebrook, N.H.						

overcome by the addition of emergency braking controls on the rear platform, is that it is single-ended and must be backed on return runs.

New Orleans 836 is in almost constant use, but especially so when the weather is wet or cool. It is a favorite of the operating department. Sporting a "Desire" destination sign, it has become a star of sorts, appearing in numerous publicity photos.

Locomotive 18, a Baldwin-Westinghouse steeple-cab unit that last served on the Oshawa Railway in Ontario, is another important addition. Largest locomotive at the museum, it is used to move cars around, in track maintenance and ballasting work, and occasionally to haul passengers in a 1906 Reading coach and Central Vermont caboose 4052.

Illinois Terminal PCC 451 was built in 1949 and is the most modern car at the museum. The new power plant will allow this car to see more service. It was donated to CERA in 1964.

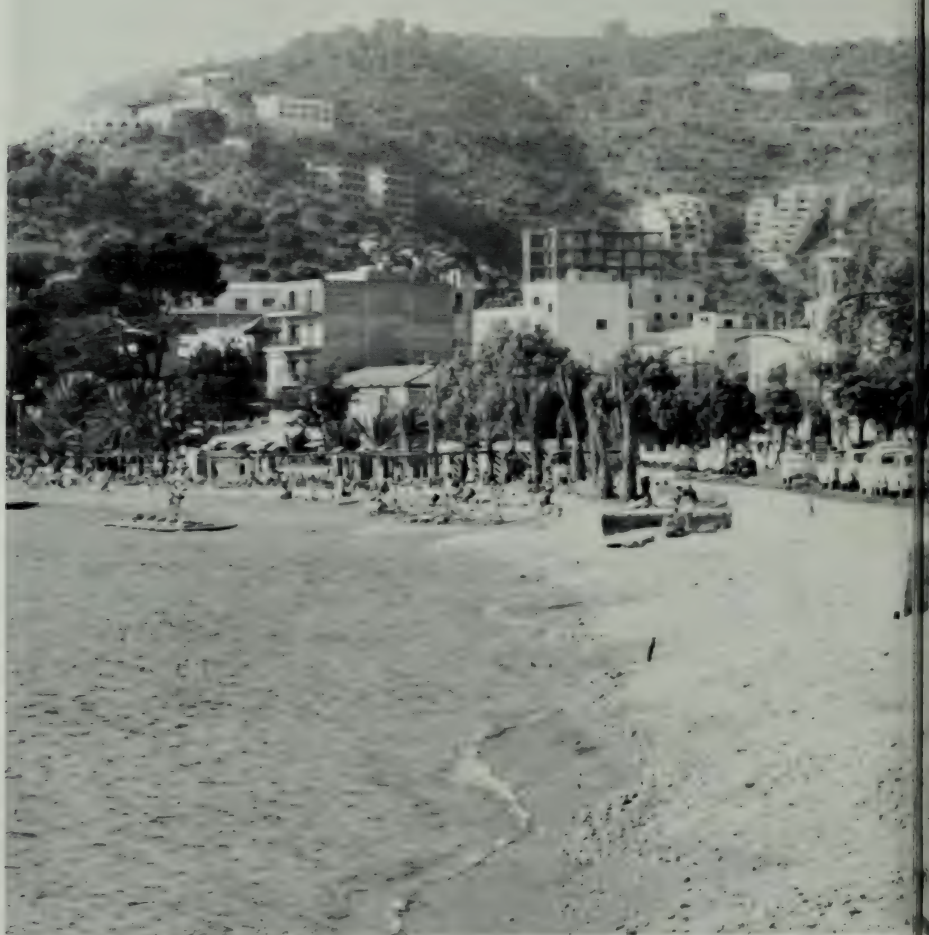
No. 1850, a 13-bench open car built by St. Louis Car Company in 1912 for Rio de Janiero, is in regular operation during the summer. It complements Connecticut Company 840, an open-bench car that is the museum's trademark. No. 1850 was one of three Brazilian opens bought in 1965 by CERA. The other two, 1887 and 1794, are stored pending renovation when demand warrants.

Other equipment received since 1962 includes Connecticut 771, a closed city car built by Jewett in 1904; the Everett-Moore syndicate's private car *Northern* built by Niles in 1911; Connecticut 2022, a 41-foot express car built by Wason in 1911 and subsequently converted to a self-propelled gas-electric locomotive; a 1918 Baldwin single-truck steeple-cab battery locomotive acquired from American Hardware Company; Boston Elevated 5777, brought down from storage in New Hampshire in October, 1970; and a 1934 0-4-0 fireless steam locomotive from The Stanley Works in New Britain, Conn., also received in October, 1970 and now on permanent display at North Road station.

Additional railway units include three 1870-era box cars; a 1908 New Haven Railroad combine; a wooden New Haven baggage car (since destroyed by a vandal-set fire); CV caboose 4052; an 8,000 gallon UTLX tank car; and a Delaware & Hudson hopper car which sees much use as a ballast hauler.

As museum trackwork has expanded, so has the need for mechanization to ease the burden on volunteer workers. Several pieces of track maintenance equipment have been acquired, includ-

(Please turn to Page 46)



WITH STAFF PHOTOGRAPHER ARA MESROBIAN IN EUROPE: BOBBERS, BEACHES dating back to the dawn of civilization. On the island of Mallorca, however, antiquity beaches inhabited by a race of sun-dwellers in very modern bikinis. Here, a meter gauge at Puerto Soler. At that point the little trams connect with an interurban line to Palma. Beach has everything —



AND BIKINIS. The Mediterranean sun shines down on vast archaeological treasures of a more recent era, a turn-of-the-century transportation gem which hums past bright closed motor car, towing two open trailers, passes along the side-of-the-road trackage the principal city on the island. There are probably some people who believe that Miami they are not railfans.

ALCO PHOTO COLLECTION

Presented To
NRHS

A unique collection of steam locomotive photographs has been brought out of storage in Schenectady, N.Y. Nearly 4000 glass plate negatives are involved, representing the record of production of the American Locomotive Co. over the years from 1880 to 1920.

This priceless collection was donated to Schenectady's History Center by Alco in 1958 as a permanent historical record of one of the city's major industries. But for the past several years there has been no one to service requests for prints, as many authors, historians and railfan collectors have learned to their disappointment.

Last year, Larry Hart, the city's historian, undertook to remedy the situation, and requested the Mohawk & Hudson Chapter's help in finding a new, safe permanent home for the collection in Schenectady. The law required that it be entrusted to a tax exempt organization. In response, Chapter Member Joe Thompson proposed that the negatives be turned over to the Society, and arranged with Schenectady's Union College to take them on deposit in its library facilities. Union College will provide the safekeeping, and chapter members will do the cataloging and print servicing.

The volunteer work of chapter members on the project will be directed by John Harbeck of Voorheesville, N.Y., in close collaboration with the staff of Union College's Schaffer Library, headed by Dr. E. K. Tolan. Technical consultation on steam locomotives will be provided by Laurence R. Lee, and on photographic reproduction techniques by Frank C. Dodge, both members of the chapter in Schenectady.

The American Locomotive Co. was the nation's largest manufacturer of railroad steam locomotives. Starting in Schenectady in 1848, it grew by acquiring a number of independent locomotive builders such as Brooks in Dunkirk, N.Y., Rogers in Paterson, N.J. and several others, all of which are represented in the photo collection. In the late 1940's the company converted its production to diesel-electric locomotives and became known as Alco Products, Inc. In recent years it succumbed to competitive pressures and now supplies only spare parts for its many locomotives still in service.





Opposite, highlighted by a low sun is a turn-of-the-century classic American of the long-extinct NYO&W. No. 22 was built by Cooke in 1907. Above, present at the signing of the agreement were: (seated) Dr. Harold C. Martin, President, Union College; E. Lewis Pardee, President, NRHS; Honorable Frank Duci, Mayor of Schenectady; (standing) Earle P. Finkbiner, NRHS Librarian; Joseph D. Thompson, editor, Monawk & Hudson Chapter, technical consultant; John D. Bartley, vice president, M&H chapter; MacDonald Kugler, president, M&H chapter. Below, NYC 1155 was built by Alco/GE in 1913.





Above, St. Joseph & Grand Island 80 was built as Brooks 394-5 in 1899. It was a typical Consolidation of the period, except for the spoked pilot and tender truck wheels. Below, Southern Pacific 1802 outshopped by Cooke in 1893. This engine with its uncluttered lines is almost a classic.



NEW BOOKS

TROLLEYS IN THE VALLEY

By
A. M. Langley, Jr. and Mary L. Langley. Published by the Authors, Route 1, Box 64-A, North Augusta, S.C. 29841. 22 pp., Mimeographed, Paperbound, \$1.25.

The authors have prepared this monograph to document the history of the city street car operations in Augusta, Georgia, and the interurban line along the Savannah River Valley to Aiken, South Carolina. Three interspersed offset pages and the cover present eleven photos and map of the operations.

Perhaps we who are interested in history should be thankful for the families of the early electric railway employees who took time to commit to photographic records their relatives and friends and in doing so gave us the opportunity to appraise the early equipment. Such photos and a devoted research effort have now resulted in a permanent record of electric rail operation in a major community.

The Langleys are to be commended for this effort.

M.E.

THE ST. LOUIS-SAN FRANCISCO TRANSCONTINENTAL RAILROAD

By
H. Craig Miner. Published by the University Press of Kansas, 358 Watson Library, Lawrence, Kansas 66044. 236 pp., illustrated. \$8.50.

The Frisco has been largely overlooked in the writing of railroad history, possibly because of the complex series of corporate reorganizations that evolved into the present organization.

H. Craig Miner has partially corrected this situation with his well-written account of the road's development from early surveys in 1853 until the 1890's. Professor Miner is the author of numerous articles on railroad history and is assistant professor of history at Wichita State University.

The Frisco, originally the South-West Branch, later the Southwest Pacific Railroad, was purchased by a group headed by the "Pathfinder", John C. Fremont, and grandiosely named the Atlantic & Pacific Railroad. After a disastrous administration and reorganization in 1875, the company emerged as the St. Louis & San Francisco Railway Company. Westward expansion continued under the title of Atlantic & Pacific with joint control by the SL&SF and the Santa Fe. The line reached Needles, Calif. in 1883.

The SL&SF became part of the Santa Fe in 1890 but by 1893 that system was in bankruptcy. In 1896, the newly organized St. Louis & San Francisco Railroad bought the old Frisco and the A&P Central Division at a foreclosure sale while the western portion of the A&P became part of the Santa Fe.

This is only the roughest outline of the bewildering events that shaped the present Frisco system and the book provides for the first time an authoritative source of information for fans of that road.

For the general reader, Professor Miner has furnished an interesting account of the trials of a struggling southwestern line afflicted with shady management, scandalous land dealings, and natural adversity in a ruggedly undeveloped area.

P.E.P.

400,000 MILES BY RAIL

By
Burt C. Blanton. Published by Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710. 1972, 183 pp., Indexed, \$8.50.

A potpourri of the great days of passenger railroading, Burt Blanton's book is pulled together by a strong single story line. This is his story, the recollections of many years of travel on American railroads plus a short time in Mexico.

Travelling throughout this period had to generate some adventures in itself. More important, it is a passenger's viewpoint of an important element of Americana.

The railfan who can only dream of those days is invited by the author to share those experiences through the documented reminiscences. For the historian, it serves as an assembly of facts rarely found in more formal documentation.

The text is supplemented by an excellent assortment of period photos both from the author's collection and railroad files.

Truly this is a first-hand impression of what the good old days were all about.

The price is reasonable enough to make it attractive for anyone's library.

M.E.

FROM ZEPHYR TO AMTRAK

Compiled by David Randall. Published by Prototype Publications, P.O. Box 191, Park Forest, Ill. 60466. 224 pp., Paperbound.

A documentary publication covering as complete a roster as could be compiled of the equipment of the "Streamliner Era" of rail passenger service. In alphabetical arrangement by railroad, each entry documents the name trains and/or light weight streamliners and a complete roster of the equipment acquired and used for these trains.

A generous assortment of builders photos exemplify the various types of equipment. Also included are the cars acquired or scheduled to be acquired by Amtrak as of January 1972. Also of interest is AAR's 1950 listing (albeit incomplete) of Name Trains.

There are a number of detail errors or omissions that the author has forewarned may exist because of incomplete data from his sources. However, these are small compared to the amount of data presented. This reasonably accurate reference work of an unusual subject has closed the books on the "Streamliner Era."

M.E.

THE RODDIS LINE

By
Harvey Huston. Published by the author at 860 Mt. Pleasant Street, Winnetka, Ill. 60093. Cloth Bound, 150 pp., 6x9, \$10.00.

Logging railroad specialist Harvey Huston, who wrote **Thunder Lake Narrow Gauge** in 1961, has now published a comprehensive history and pictorial record of **The Roddis Line**, a 49-mile standard gauge railroad which operated in Ashland and Iron Counties, Wisconsin from 1903 to 1938. As an extra dividend, the book includes a history of the Dells & Northwestern Railway, an obscure common carrier which operated from 1936 to 1947.

Railroad operations were conducted with a great variety of motive power, including both geared and rod locomotives, while woods operations involved steam jammers,

steam log haulers, and the liberal use of ox power and horse power. The book includes 200 rare photographs of railroad and logging operations, locomotive rosters, and detailed maps of both railroads.

E.D.

THE RAILROAD THAT RAN BY THE TIDE

By
Raymond J. Feagans. Published by
Howell-North, 1050 Parker Street,
Berkeley, Calif. 94710. 1972, 146
pp., Indexed, 9x12, \$7.50.

Multi-modal transportation is an invention of the 1970's — true or false? Definitely FALSE, as this tribute to the Ilwaco Railroad and Navigation Company of the State of Washington shows.

This was truly the railroad that ran by the "tide table". Located in the southwest corner of the state of Washington, the IR&N basically served a long peninsula enclosing Willapa Bay. At the base of the peninsula, Ilwaco lies at the mouth of the Columbia River opposite Astoria in the state of Oregon.

Thus the railroad served as the transportation lifeline of the peninsula with the company providing service at both ends with steam schooners. Later larger steam vessels would be used, particularly in the Columbia River portion.

However, my job as reviewer is not to rewrite the story, but to tell you that Mr. Feagans has done an excellent piece of research and has set down all the details of the birth, life and death of a unique regional institution.

A balanced illustration of the events in the history of the IR&N supplements a well-written text, although the author's sentimental attachment to a railroad he never knew occasionally manifests itself. There is nothing wrong with this, as he invites his reader to a more intimate knowledge of the story.

This excellent text is supplemented by a comprehensive appendix covering the railroad as well as the maritime equipment operated by the company. A complete bibliography of his research sources is identified by the author.

For regional railway fans, for the narrow gauge historians, and for the short line crowd, this book has something for each of you.

M.E.

ELECTRIC RAILWAY DICTIONARY (1911)

Rodney Hitt, Editor. Originally published by McGraw Hill, 1911, New York, N.Y. Republished 1972 by Newton K. Gregg, Novato, Calif. 292 pp., 9x12, \$19.95.

Commissioned by the American Electric Railway Association in 1908, McGraw Hill worked with a committee appointed to assist Mr. Hitt in producing a comprehensive dictionary "describing the apparatus and defining the terms used in electric railway work."

Newton Gregg has made a significant contribution to the modern literature of electric traction by republishing in its entirety this much sought work.

Sixty-three pages are devoted to a semantic dictionary of the most common terms used in electric railway work. This reviewer was interested to note under the entry for "acceleration" that $1\frac{1}{2}$ miles per hour per second "is the maximum which has been obtained in practice . . .". (acceleration and retardation rates). Approximately 1200 entries are referenced.

The bulk of the book is a pictorial dictionary of the various types, design elements, subsystems and components and the individual hardware items of electric transportation equipment. This includes passenger, freight and work cars. Many

floor plans and framing diagrams will be of interest to the model enthusiast. The entries are specifically addressed to the street railway and interurban type services and equipment. All suppliers of any historical significance are represented.

Of particular interest is over 100 photos or drawings of every commercial truck design known at the time.

The last 53 pages separately numbered are devoted to the advertisements of all the major suppliers. This is a historically significant reference in itself. It is interesting to note those that have survived and many now known by different corporate designations or for other achievements (e.g. anyone for Allis-Chalmers air brakes?)

This is certainly a sine qua non for every devotee of light rail traction. It is certainly commended to your consideration.

M.E.

"TM" — THE MILWAUKEE ELECTRIC RAILWAY AND LIGHT COMPANY

Edited By

Joseph M. Canfield. Published by
Central Electric Railfans Association,
P.O. Box 503, Chicago, Ill.
60690. Bulletin 112, 1972, 563 pp.,
9x12, Indexed, \$20.00.

We cannot help but note the dedicated effectiveness of the recording of historical facts by the trolley fan segment of the railway history fraternity. This comment is by way of complimenting Mr. Canfield on an exceptionally well-researched history of electric transportation in the community that was made famous by the brewing industry.

This volume is truly a labor of love and dedication. Thirty-five chapters cover every aspect of the operation of TMERL and its predecessors and affiliates. The diversity of the material leaves little room for thinking of missing details, if any exist.

The chapters are distributed among history, operations, maps, equipment and special events. A comprehensive index ties these together and makes this publication a valuable reference.

Beautifully drawn, two-color maps clarify all specifics of trackage and the variations throughout history. Elegant photos and a wealth of tabulated facts add to the completeness of the history. Some artistic renderings round out the graphics.

The "piece de resistance", however, is the top quality reproduction of priceless color pictures of pre-World War II and immediate post-war equipment and operations. Certainly some of the full page, color reproductions are works of art in their own right.

We were pleased to note that the work, which must have taken many man years of effort in researching and preparing this material was enhanced by an excellent printing and production. Truly this is a compliment to the work of the editor and his associates.

If this work were intended as a tribute to the men who made the "TM", certainly no greater memorial could have been conceived.

M.E.

MAGNUS VOLK OF BRIGHTON

By

Conrad Volk. Published by Phillimore, London and Chichester, 1971. xi., 240 pp., illustrated, Cloth-bound, £2.75 (\$7.15).

Great Britain's premier seaside resort Brighton, in Sussex, would seem to be a rather improbable spot for early electrical experimentation, however, a combination of historical and economic circumstances made it just exactly that. Another Magnus Volk, father of our subject, and clock-

maker by trade turned his back on depression-ridden Baden, in 1841, and emigrated to England. Thwarted in his plan to set up in London, he was diverted by friends to the thriving town of Brighton, soon to burgeon from the completion of the London & Brighton Railway. The young German took an English bride, and it was here that our hero was born on October 19, 1851.

Receiving a passable education in the day schools of Brighton young Magnus was apprenticed to a scientific instrument maker, in 1867. Although this pleasant interlude was interrupted by his father's death, two years later, Magnus's training was to prove a solid foundation for carrying on his father's business and for the eventual change to another field of endeavor. By the time of his own marriage, in 1879, he signed the parish register as "electrician" not as watch-maker.

The previous decade had seen the establishment of a successful electrical business predicated on the development of a child's needle or "Parlour Telegraph." To this was added the "Shocking Coil"—actually a variable step-up transformer fed by a battery working through a vibrating contact breaker. Of course, there was the inevitable "Rube Goldberg" assembly of spring-loaded wire arms known as "An Improved Apparatus for Turning over the Leaves of Music."

The 1880s were to prove the most productive for Magnus and it was during this period that he created an attraction that would make his name a household word in the British Isles. Naturally the Volk home would be a pioneer electric light installation, and it is believed that his second son George, born there May 10, 1881, was the first English child delivered under the new medium. No English infirmary (hospital) boasted of any better illumination than gas lamps at that time. Involvement with Brighton's first incandescent street lighting and with the navy in electrically discharged spar torpedoes was only a prelude to the V.E.R., Volk's Electric Railway.

Inspired by Werner Siemens' tiny electric locomotive displayed at the Berlin Trades Exhibition, in 1879, Volk decided to bring the new medium to the attention of his neighbors and applied to the town council for permission to build a 2-foot gauge line. A ballasted right-of-way was laid along the beach just below the seawall and well above the high-water mark. The 20-lb. running rails were used as out and return conductors for the 50-volt transmission fed to a 1½ hp motor. A third-rail system was several years in the future, when the initial one-quarter mile line was opened August 4, 1883. The press and public received it well. There was of course the inevitable clergyman who advised his congregation not to go near this "latest invention of the Devil." With the extension of 1884 to a total of 1400 yards, the gauge was changed to 2 ft. 8½ in.

The great storm of December 4-5, 1896 required a complete rebuilding. Volk not only improved the V.E.R. by reconstructing it on piling at the promenade level, but now had one and one quarter miles of track. Volk's Electric Railway has survived two wars. Since 1940 it has been a municipal operation of the Corporation of Brighton, but to its friends and neighbors it will always be "Volk's." Today, the world's oldest operating electric railroad, it is, to quote the **Brighton Herald**:

"... something more than a commercial undertaking. It is something more than a holiday amusement. It is an epoch in the history of Brighton. It is even a milestone in the progress of the world."

The most bizarre episode in Volk's life was the Brighton & Rottingdean Seashore Electric Tramroad. Running from Banjo Groyne (East Brighton) to Rottingdean, three miles, this was like nothing on the earth beneath or the heavens above. Two sets of narrow gauge (2 ft. 8½ in.) rails spaced 13 feet between the outer metals formed the base for a sea-going trolley car. Actually it appeared to be a ship's cabin on a platform supported by 24-ft. legs. Two poles contacting an overhead wire completed the incongruity. The rails were under 15-ft. of water at high tide.

Opened November 30, 1896, it was just in time to receive the attentions of the previously mentioned storm. While the track survived remarkably well "Pioneer", the daddy-long-legs car did not and required complete rebuilding. It was the following March before service resumed. For various reasons, including the desire of Brighton to make certain waterfront improvements, the Rottingdean Railway was to have a short life. It ceased operations in January of 1901, but another decade was to elapse before the remains were dismantled. At low tide one can still see the concrete blocks which formed a track base, a puzzle for future archeologists.

Magnus Volk died May 20, 1937, full of years and honor. There are those who refer to him as the English Edison. The comparison is not valid. Although possessed of many inventions Volk essentially was interested in adapting electricity to the benefit of his fellow men, not in personal aggrandizement. This biography, written by his youngest son, strictly avoids hero-worship. In fact it is almost too reticent. Magnus Volk was a man of pleasing character, one who would understand the modern "trolley-fan" and would certainly empathize with him.

H.R.G.

SONGS OF THE RAILROAD, RECORDED 1924-1934

Produced by

Jimmie Skinner Music Center, 5825
Vine Street, Cincinnati, Ohio 45216.
Single monaural record, sixteen
vocal and instrumental numbers,
illustrated jacket with notes, \$4.00.

Today, the modern technological sophistication of portable tape recording equipment allows the railroad-sound fan to capture and retain the actual sounds of live engines and trains. How many reels of tape must there be of Nickel Plate 759, Reading 2102, or Union Pacific 8444? For many, the sound of a real steam engine laboring up a grade or in full cry on the flat land evokes nostalgia for the "good old days" of railroading. Before the era of the tape recorder, back in those good-old-days, when trains were the only form of intercity transportation, the railroad scene was recorded along with the other lore of our country's history in ballad and song.

Every red-blooded American railfan should know "Casey Jones," "Wreck of the Old 97," or "Wabash Cannonball." There were countless other railroad ballads familiar to earlier generations which are now forgotten. **Songs of the Railroad** is a collection of sixteen vocal and instrumental numbers recorded between 1924 and 1934 by various groups whose names might be recognized by anyone over sixty. The vocal harmony and instrumental arrangements in which the banjo, harmonica, and Jews harp are prominent bring to mind the "Grand Ole Opry." Several of the selections feature skillful imitations

(Please turn to Page 47)



MAIN LINES

RAILWAY NEWS IN REVIEW

THE WEARY ERIE — One day last spring Gregory Maxwell, president of the Erie Lackawanna, made a speech decrying the notion held, he said, by some eastern railroads that going into bankruptcy isn't such a bad idea. "Their outlook seems to be, relax and enjoy the umbrella of the Federal court", as he put it, adding that despite its financial losses for 1971 the EL had no intention of filing for bankruptcy.

Then came Agnes.

Among the fantastic series of disasters spawned by that atmospheric villainess was the virtual wiping out of 130 miles of EL main line in the southwestern part of New York State. The flood waters had barely begun to subside when Gregory Maxwell, being a practical man, declared the EL bankrupt, thus joining five other major eastern railroads in that unhappy situation.

The EL was by no means the only railroad seriously hurt by the giant storm and few of them were in a comfortable enough cash position to take it all in stride. As of mid-July the industry and the Government were still seeking a channel for funneling Federal aid to the stricken roads, but it was not clear how this could be done.

SOUTHERN COMFORT — The Southern Railway reports passenger travel on its high-class *Southern Crescent* is holding up better than in previous years, possibly due to improvements Amtrak has introduced in connecting trains. The Southern is now the nation's only major railroad to provide genuine long-haul passenger service outside of the Amtrak network. Its trains consistently get good marks from those who ride them.

METROLINERS GAIN — When Amtrak increased the number of Metroliner trips between New York and Washington from nine to 14 earlier this year, the ratio of seats filled stayed right up there at 61 percent. As a result, figures in May indicated traffic was up 53 percent from a year earlier, and pleased Amtrak officials were anticipating still further increases. Traffic on the conventional trains over the same period was virtually unchanged.

Maybe there's a lesson here. It seems to us that there is a pent-up demand for rail passenger service which can be tapped by offering even a small improvement in the service. Modern equipment on a good fast schedule draws passengers, and the schedule doesn't have to be exceptionally fast — just faster than what people are used to. Most Amtrak schedules are slower; the equipment, while refurbished, is still conventional old stuff. Result: passengers are not attracted. These 300-mph toys DOT is playing around with out in Colorado may have their place some day, but if the rails would only operate what they've got (or can buy today) to the best of their capability — implying good track maintenance and scheduling — we bet that a lot of passengers would come back.

AMTRAK FARES UP/DOWN — One way to attract passengers is to reduce fares. On June 11, Amtrak put into effect

a major revamping of its fare structure nationwide. By and large, fares in the eastern part of the country were reduced, some by as much as 20 percent. (But Metroliner fares were increased). Western fares, on the other hand, were generally increased in a long-anticipated move to make them more compatible with those in the East. Higher revenue is expected to result in either case.

AMTRAK TO MONTREAL? — Another indication of the public's interest in rail passenger service was the flurry of excitement last June when Amtrak was deciding what route to use in reinstating service to Montreal, a la its Congressional mandate. As anybody in his right mind could plainly see, the route through Albany and over the Delaware & Hudson along Lake Champlain was the way to go. But strangely enough there were a lot of people in Connecticut, Massachusetts and Vermont who favored a route up through Springfield and north on the Central Vermont — despite the fact that it was hours longer, the track was in worse shape and passenger stations on the line had been out of service for years.

Amtrak ran an inspection train over both routes, filled with officials, local politicians and other assorted big-wigs, and the populace of towns on both routes turned out en masse with banners, bands and much commotion of the type deemed effective in influencing bureaucrats. As of this writing, no decision had been reached. But it has been observed that the New England route would bring satisfaction to the Senators of three states instead of just one. Also it would permit operation out of Penn Station in New York with easy connections to other trains. But what a price to pay! (Obviously, the writer is an unabashed D&H booster.)

UNDERGROUND PHILADELPHIA — One of the many, many grants of money being made by the Department of Transportation these days is calculated to gladden the hearts of NRHS officials in the Society's Philadelphia headquarters. Four million bucks are being allocated to do the engineering on a long-proposed tunnel between the Penn. Central's Suburban Station and a new station replacing venerable Reading Terminal. Known as the Philadelphia Center City Commuter Train Connection Project (PCCCTCP?), it will improve commuter services for the more than 115,000 riders who use the stations each day. The proposed tunnel will permit joining 12 separate lines operated by the two railroads into six pairs of connected lines. Many trains will begin their run on one line and terminate on another, stopping en route at three downtown stations. "By enabling trains to run through the center of the city", said UMTA Administrator Carlos Villarreal, "more commuters should be attracted (to the trains), and this should make an overall contribution to alleviating congestion in the Philadelphia area."

COMMUTERS ELSEWHERE — The lot of New Jersey commuters also promises to improve. The State DOT recently authorized buying nine more General Electric locomotives and a batch of 50 coaches



Al Langley, Jr.

Saluda Hill once boasted three run-away tracks. Today only one, that at Melrose, remains. Here 4501 labors up the 4.7 percent grade near Stop Board No. 2. The date is July 8, 1972.

from Pullman-Standard to expand suburban rail service on the Erie Lackawanna and the Jersey Central.

And in Canada the Government of Ontario has approved purchase of 30 new rail commuter cars for the Canadian National's GO Transit to relieve rush-hour congestion on the Lakeshore service out of Toronto. They will closely resemble the cars already operating on this line, 85 feet long, aluminum, built by Hawker Siddeley.

KATY CHANGES COLORS — The Missouri-Kansas-Texas is changing the color of its locomotives and cabooses from traditional Katy red to a deep forest green, and is painting its initials on its equipment so you can really see them. On box cars, they're the full height of the car. Put a string of them together and they read M K T M K T M K T M K T . . .

as far away as you can see. Another even more important color change for the Katy is the recent switch from red to black on the bottom line of the financial statement. There's a good article about what's going on on the Katy in the May 29 issue of **Railway Age**.

MATE-ING TIME — Seaboard Coast Line has ordered 15 more MATE units from GE's Erie plant for delivery in August. MATE's you recall, are locomotives with their engines removed and replaced with ballast. The acronym stands for Motors for Added Tractive Effort. Hooked up in multiple with a 3000-hp U36B locomotive, a MATE doubles the number of wheels and traction motors to absorb the diesel engine's power. This is especially important at lower speeds, where the locomotive's own eight wheels have a tough time handling all that power without slipping. It's the well-known "slug"



concept, but MATE's are designed for over-the-road service rather than limited to yard movements.

SHIP-A-TRAIN — Hailed as a "bold and innovative" step to boost its piggy-back traffic, Penn Central has proposed a new service to shippers. For any customer who can muster a shipment of 60 or more trailers or containers in a 24-hour period, the railroad will book a special train with new low "Ship-A-Train" rates. Shippers can save as much as 30 percent over the cost of highway trucking. "By shifting truck and trailer traffic from the highways to the railroad", said a railroad spokesman, "Penn Central will be improving the quality of the human environment and reducing the pressure for additional highway construction". Hear, hear! And the truckers will still be in business, too, since it's their trucks and trailers that will be riding the train.

STEEL WHEELED ON STEEL RAILS

— One of the more spectacular unit-train operations is running on the Southern Pacific, hauling steel from the Kaiser Steel mill in Fontana, Calif. to Chicago, where it's destined for General Motors plants throughout the East. A pair of trains is involved, each carrying 5,000 tons of coiled sheet steel in 50 specially designed cars built by Thrall. The 5,000-mile round trip takes 12 days. Eight locomotives (23,100 hp) are required out of Fontana, dropping to five or six east of Palm Springs. Five trips a month are scheduled, adding up to 300,000 tons of steel a year. Other SP unit trains deliver iron ore to Fontana for production of the coil steel.

CAR SHORTAGE — Wasn't long ago that we observed with some trepidation the big headlines proclaiming an impending freight car shortage, with much dis-

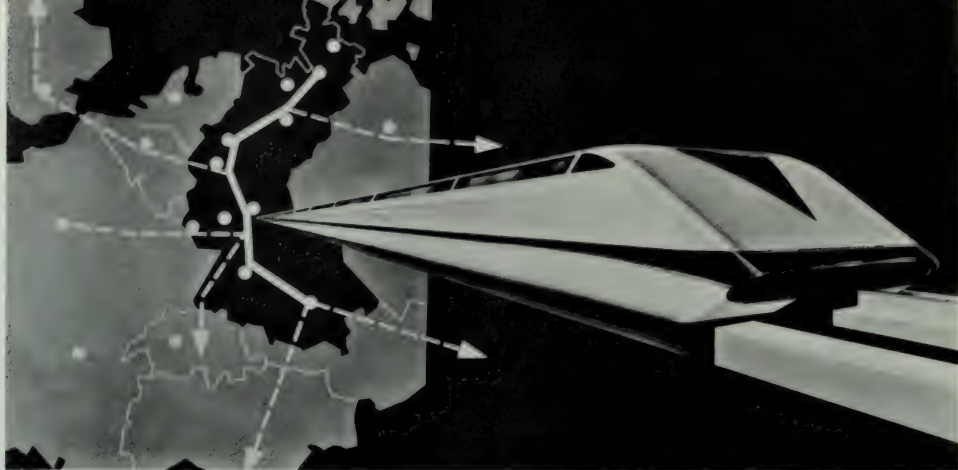
Save Our Stations Committee

S.O.S., the international distress signal, is the name taken by a group attempting to save the former stations in Spokane, Wash. The city plans to demolish both structures to make room for Expo 74.

The former Union Pacific-Milwaukee Road Union Station was opened in September, 1914. Its exterior of granite, marble, sandstone and brick has not been remodelled. Inside, the main passenger areas retain the original fixtures and fittings. It is pictured to the right and below. At left, the former Great Northern station was dedicated on May 31, 1902. It was constructed in the classic railroad gothic style, with 155 foot clock tower looming over the station and office building.

The buildings were turned over to the city with the expectation that they would be of continued benefit, one as a history center, the other as an adjunct to a convention center. With the defeat of a bond issue for the river-front project, and the emergence of a grandiose scheme to hold an international exposition in the area, the city turned over the project to the Expo promoters.



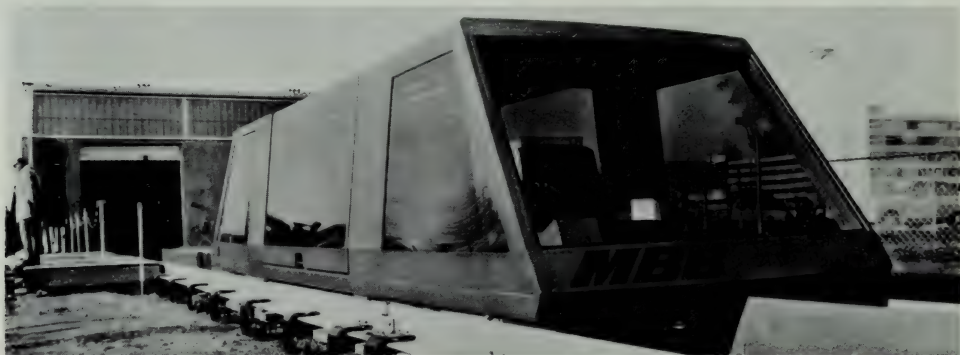


Ein Schnelltransportsystem

... untersucht die Messerschmitt-Bölkow-Blohm GmbH (MBB) zusammen mit der Deutschen Bundesbahn und der STRABAG Bau AG im Rahmen der Hochleistungs-Schnellbahn Studiengesellschaft mbH. Das Bild zeigt symbolhaft ein Fernverkehrssystem der 80er Jahre.

A High-Speed Transport System

... is being studied by Messerschmitt-Bölkow-Blohm GmbH (MBB) in conjunction with the Deutsche Bundesbahn and STRABAG Bau AG within the terms of reference of the Hochleistungs-Schnellbahn Studiengesellschaft mbH (Study Group for the high-speed surface transport system). The figure shows a symbolical impression of a long distance surface transport system in the eighties.



Das MBB-Prinzipfahrzeug

... für Magnetfeld-Fahrttechnik und Wanderfeld-Antrieb wird zur Zeit auf der MBB-Versuchsstrecke in Ottobrunn bei München erprobt.

The MBB Basic Vehicle

... for magnetic transport technology with a linear motor is currently testing on an experimental track in Ottobrunn near Munich.



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A high-speed transport system is presently being studied at Ottobrunn, near Munich, West Germany. Those involved are the Deutsche Bundesbahn, Messerschmitt-Bolkow-Blohm (MBB) and STRABAG Bau AG. Upper left, a symbolical impression of a long distance surface transport system of the '80s. Center, the basic vehicle for magnetic transport technology with a linear motor is currently being tested. Lower left, a view of the 660 meter test track.

cussion of the dire results it would have on the railroad industry and the economy at large. But in early summer **Business Week** carried a different story: "No Railroad Car Shortage This Year". Aided by the sluggish economy and by their own increasingly better car utilization, the rails actually appeared to have a car surplus, particularly with respect to the impending grain harvest. "But that's not good", said the article. It takes the heat off planning for the future. Just wait 'til you see the mess next year!

There's doubtless some truth to this. The rails are looking for government-guaranteed loans for new rolling stock, and shippers are backing the notion of a government-owned fleet of cars to be available when shortages develop. Without a crisis, neither is likely to happen. But maybe that will put the pressure on for trying to use existing cars more efficiently.

Moral: Crystal balls get covered with moss, but a rolling car gathers the green.

FISHWICK LOOKS AHEAD — John Fishwick, president of the Norfolk & Western, one of the country's richest and most successful railroads, is a bit of a maverick among railroad presidents, and doesn't hesitate to speak his mind about how he thinks other railroads ought to run their business. A three-page article on how he runs the N&W that appeared in **Business Week** for June 10 makes interesting reading. Said **BW**: "The Norfolk & Western, which until 1964 ran from Norfolk to Cincinnati, extended its routes as far west as Omaha and Kansas City when it acquired the Wabash. It made no secret that it was determined to continue its merger and acquisition program until it became the first transcontinental railroad. However, Fishwick now says: 'Any schemes we may have had for mergers died with the Penn Central. Someday there will be a coast-to-coast railroad; it's got to come. But it has sort of been pushed back a generation.' Nevertheless, Fishwick is still convinced that over the long run the only way the railroad industry can survive is by being reduced to four or, at the most, six railroads."

FIRST IN CONFUSION — One of the most confused situations in railroading lately has been who is supposed to run the Jersey Central's lines in eastern Pennsylvania. When the bankrupt CNJ came up with a "Blueprint for Survival" last year, one major objective was to rid itself of those lines, and the Lehigh Valley was supposed to take them over — or something. It's beyond us to summarize it all in a sentence or two, even if we understood it, which we don't. But if you're interested in trying to unravel it for your own satisfaction, we refer you to a revealing article in the May 8 issue of **Railway Age**.

BURLINGTON NORTHERN — Comments by L. W. Menk, Chairman of the BN, at the 1972 annual meeting of shareholders:

On Amtrak — "We are dedicated to making this new service not only successful, but an attractive mode of transportation throughout our area of the United States."

On coal — "The trend (by utilities to low-sulphur coal) has opened up new markets for the type of coal found along our lines in Montana and Wyoming. As a result, we are experiencing a substantial expansion of coal-train service. In 1971, coal revenues were \$69 million, compared to approximately \$23 million in 1968, only four years ago. Future prospects for coal are very bright, and we expect our revenues from unit coal trains to more than double in the next five years."

On grain — "To combat truck competition we introduced new grain rates in the last quarter of 1971. The result of this aggressive marketing innovation has been very satisfying. Grain revenues in 1972 are up from last year, we have regained a major portion of an important market that had been lost to us, and the grain outlook for the remainder of 1972 is indeed promising."

Overall — "An upward trend in our earnings has begun, and we intend to keep it climbing."

(Editor's note — Gee, that all sounds good. But we're a little startled to hear a change in rates described as an "aggressive marketing innovation". It would not be in our business.)

ELECTRIC CARS — We don't know what this has to do with railroads especially, except that they are prime candidates for future problems due to fuel shortages. Anyway, one of the arguments against electric automobiles has been that even with an adequate battery, if everybody changes to electric cars there isn't going to be enough generating capacity available to charge all the batteries. Also, power plants pollute the air, too, so what do you gain?

Recently an article appeared in the **IEEE Spectrum**, an electrical engineering trade magazine, which disputes those claims. Using generally accepted growth predictions, the writer shows that even if all automobiles are electrically-powered by the year 2000, they'd need only 15 percent of the total electric energy requirements. Air pollution would be distinctly less because most of this power would come from nuclear energy, not oil or coal.

Railroads? Expect to see more of them electrify as the years go by. (Full-size wind-up trains aren't too practical.)

RR STATISTICS — If numbers, facts and data are what send you, the Association of American Railroads can supply them. AAR's 1972 edition of the **Yearbook of Railroad Facts** came out in April, telling you just about everything you might want to know and doubtless more besides. Here's a typical statistic: Average revenue per ton-mile on American railroads in 1939 was 0.973 cents. In 1971 it was 1.594 cents. What else do you know that's gone up less than 65 percent since 1939? If you want a copy, write AAR Public Relations, 1920 L Street, N.W., Washington, D.C. 20036.

SPRING DIRECTORS' MEETING

Washington, D.C.

April 29, 1972

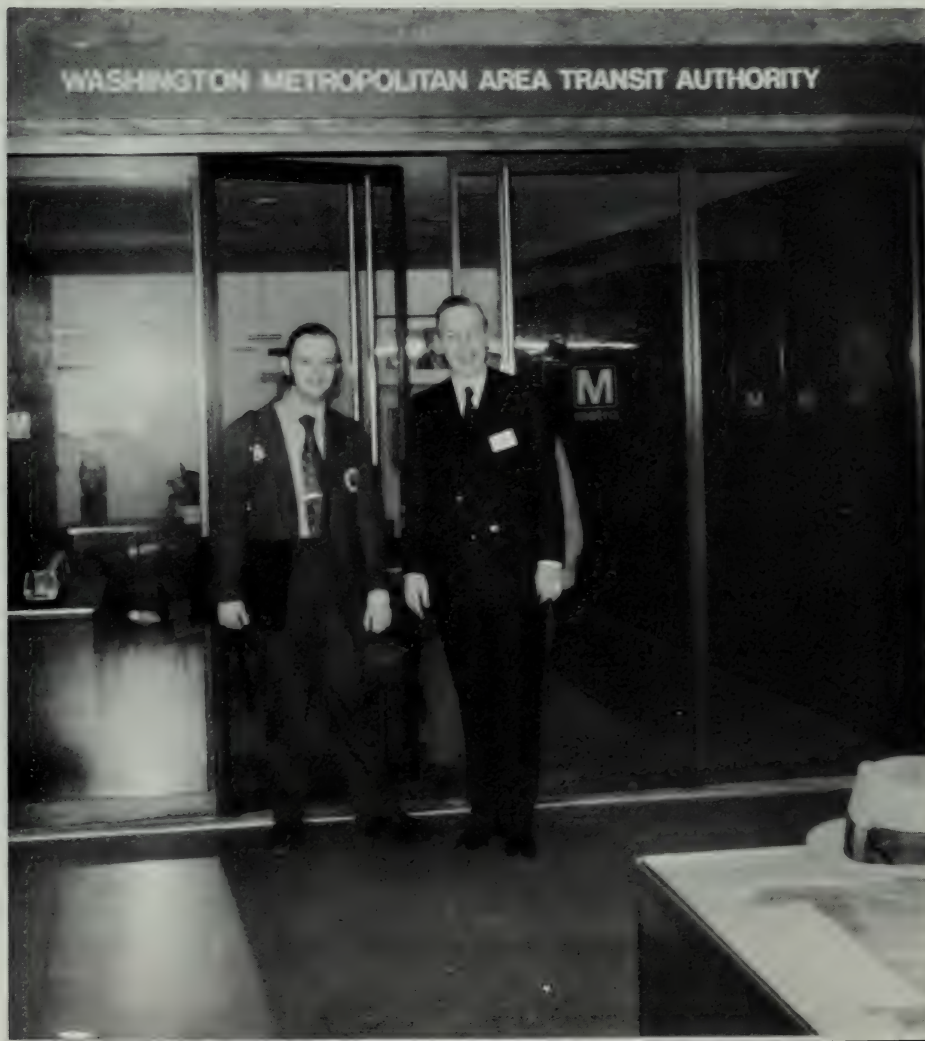
The reception desk at the Hotel Washington opened at 8 a.m. Friday and there were some guests arriving that early. Friday night saw informal get-togethers at the hotel.

Saturday morning, Washington Metropolitan Area Transit Authority's Cody Pfanstiehl greeted the group of about 70 at Metro headquarters for a lively discussion similar to the one he gave the chapter last year. Afterward, the group toured the station mockup at Rhode Island Avenue and the almost-completed station and tunnels at Judiciary Square.

Next the chartered WMA bus took the group down to Lorton, Va., arriving at the AutoTrain terminal just as the train came in from Florida. The visitors saw the unusual switching and unloading operations, then toured the train and heard a talk on AT operation given in one of the full-length dome cars.

Lunch at the Lazy Susan Inn, located in Woodbridge, Va., was followed by the return to Washington and some free time before the afternoon's business meeting.

The banquet that evening was held in the magnificent surroundings of the Sky Room, Hotel Washington. Carrel Tod did a fine job as master of ceremonies, and Col. Howard Hill's Pennsy program was well received.





Washington Chapter

Left, Robert R. Bitzer, President of the Washington Chapter and E. L. Pardee, President, NRHS, waiting at the L'Enfant Plaza headquarters for the directors who were given a briefing prior to the on-site inspection tour. Toastmaster Carrel Tod, above, addressing the banquet hosted by the Chapter. Below, the directors inspect the interior of a mock-up of a car.





*Upper, General Electric
Lower, Pennsylvania Historical
and Museum Commission*

The first of General Electric's new XR series locomotives, on roll-out display at Erie in August. It was the first of an order of 30 U30C's for the Louisville & Nashville. Below, an artist's rendering of the Museum and Rolling Stock Building — Railroad Museum of Pennsylvania — at Strasburg. Groundbreaking ceremonies were held August 14th.





Chapter ACTIVITIES



WEST JERSEY

Walter A. Zackon presented a series of movies at the June meeting. Included were views of the Clinchfield, N&W, Southern, Canadian railroads, and the new ore-hauling roads in northeastern Quebec.

Informal meetings were held during the summer at the homes of Ralph Jones and Bill Sweeney.

Chapter Historian Edward L. Fell died May 16 at a nursing home in Annapolis, Maryland.

WINSTON-SALEM

For the June meeting, Charles A. Norwood presented a program of slides arranged from his travels around the United States.

Two successful diesel-powered excursions were held on the weekend of May 6-7. The Saturday trip operated between Charlotte and Winston-Salem, N.C., while the Sunday excursion operated between Winston-Salem and Raleigh, N.C. Both journeys covered segments of the Southern Railway.

WINCHESTER

At the April meeting movies and slides of the **Potomac Turbo** were shown by various members.

WISCONSIN

Movies highlighted the entertainment at the June meeting. Donald Reck showed a collection of old-time films, including **Leap from the Water Tower**, **In the Switch Tower**, **Grit of the Girl Telegrapher** and **The Great Train Robbery**. Jerrold F. Hilton followed with films of western railroads and traction.

ST. LOUIS

At the January meeting Fred Lyon presented a slide program on the MKT from 1965 to the present. The following month, three 16mm sound movies were shown: **The Story of Operation Reading**, an experiment to preserve rail commuter service in the Philadelphia area; **At This Moment**, which depicts advances made by railroads in rolling stock, communications and research; and **The First Automatic Railway**, the story of the unattended ore-hauling railway at Carol Mine, Labrador.

Professional films were also shown in March, including **The Railroad Story** from the AAR, and **Short Cut for Shippers**, an SP movie about construction of the 46-mile Colton Cutoff opened in 1966 in Southern California. In addition, an 8mm Ivan Oaks traction film was shown.

More 16mm color-sound films were screened at the April meeting. **Mile Post 100**, the saga of a fast cross country freight train; **Science Rides the High Iron**, a story of modern railroading narrated by Chet Huntley, and **The Grand Enterprise**, depicting SP's role in the development of the West, were shown to those present.

Meetings have been held at Medich's Restaurant, but are to resume on an alternate month basis at Jefferson Savings & Loan Association beginning in September.

WIREGRASS

A program on railroading in Switzerland highlighted the June meeting. Shown were the films **Spotlight on Swiss Railroads** and **Protecting Railroads Against Nature**.

Fourteen new members joined the Chapter during its recent membership contest.

CONNEAUT

The featured entertainment at the May 1 meeting was a report by William Kaufer on his camper trip throughout the Southwest last January. The program on June 5 was given by Ken Vaughn, program director of radio station WWOW in Conneaut. Ken, who is an avid model railroader, related how news is gathered, edited, and broadcast.

The Chapter's museum opened for the season on Memorial Day.

NEW HOPE

The May 19 meeting of the Chapter was held at the New Hope station of the New Hope & Ivyland Railroad, with slides of NKP 759 on the High Iron "Golden Spike" trip by William Schmidt of the West Jersey Chapter.

Incorporation of the New Hope Chapter is nearly complete, with only the formality of an IRS tax number assignment remaining. Funds for the necessary legal expenses were donated by Hugh Jenkins.

Charles J. Benz is now second vice president and Larry L. Cohen is Chapter activities editor.

Quite a few Chapter members are active in maintenance and operation on the NH&I, whose ex-CN ten-wheeler 1533 is back again this year heading passenger trains and the Saturday night mixed. Ex-PRR doodlebug 4666 has completed several trial runs and will be available for charter trips once restoration is completed under the guidance of Hugh Jenkins.

POTOMAC

Arthur Lloyd, director of agencies for Amtrak, was present at the May meeting for review of the progress to date in marketing the nation's rail passenger service. Following, Karl W. Helft presented a slide program of East Coast railroad and traction systems of the 1950's.

Warren E. Olt, vice president of the Baltimore Chapter, provided the program for the June meeting along with Paul Dolkos.

Mr. Olt's presentation was of steam railroading in the 1950's, including scenes of the CV, D&H, B&O, M&P, PRR and WM. Following, Mr. Dolkos showed scenes of British steam during the mid-1960's, as well as a view of the "world's ugliest diesel"

TOPEKA

At the February meeting, Marion E. Perrin showed black-and-white slides of rare steam engine negatives, in addition to color slides from his extensive collection.

For the April meeting, three fine steam films were shown. These covered the Klickitat Log & Lumber Company's Shay operation, Norfolk & Western, and the **Golden Arrow**, a London-to-Paris express train.

A special meeting was held on April 21 to view a program from the NRHS Film Library. Included were the steam operation of Mower Lumber Company in Cass, W.Va., electric traction in various cities, and steam on the N&W.

The May meeting featured a slide show by David Calwell and Jack W. Kelly. Comprised primarily of Santa Fe subjects, the show included a ride in the cab of a diesel locomotive on the **Super Chief**, and scenes of various depots and rolling stock in Kansas and Oklahoma.



Pacific Northwest Chapter

Friday, June 16, 1972 marked the presentation of two former Spokane, Portland & Seattle passenger cars to the PNW Chapter by the Burlington Northern. Lounge-sleeping car 600, Mount Hood, was built by Pullman-Standard in 1950. Baggage-dormitory car 76 was built in 1952 as an RPO and converted in 1966. The cars will be stored at Cottage Grove, Ore.

A committee has been formed for the purpose of writing and publishing a book about the former Kansas Central Railroad.

OLD DOMINION

Accompanied partially by a musical background, Edward D. Patterson presented a black-and-white as well as a color slide program of various railroad subjects at the March meeting.

Mr. John R. Lukianoff, transportation assistant for the Clinchfield Railroad, was guest speaker at the April meeting. His presentation was of a sequence of slides showing the railroad's 90-year-old steam

locomotive No. 1 being completely dismantled and then rebuilt in the company's shops. In addition, a film tour of the Tennessee countryside was offered, following the CRR's steam excursions through the seasons.

For the May meeting, Thomas A. Bosquet presented a slide program of interest to the steam enthusiast. Included were scenes of Southern's 722 and 4501.

At the June meeting, an official of Auto-Train Corp. presented an illustrated talk, with a question and answer session following.

Chapter Member Earl M. Akins passed away in May after a short illness.

WICHITA

Frederick M. Sasovetz provided the entertainment for the May meeting, with a slide program divided between steam tourist railroads and electric traction subjects. The June program was a slide presentation by Allan E. Ramsey.

The annual Chapter picnic was held on July 22 at the home of H. C. Bevelhimer.

MOHAWK & HUDSON

The Chapter's trip to Syracuse on April 22 via PC-Amtrak was considerably dampened by a heavy rain, but the group was cheered by a welcoming committee from Central New York Chapter.

The May 20 meeting was held at the Crossroads Restaurant with a slide presentation on the Surface Transportation Act by Mr. John Martin of the D&H. This was followed by a movie, **The First Automatic Railway**, a General Railway Signal film describing automatic ore train operation at the Carol Mine in Labrador.

CENTRAL NEW YORK

The annual banquet on April 22 was the largest in the Chapter's history with 129 members and guests attending. The guest speaker was David A. Watts, Jr., vice president-planning of Amtrak. The affair was held at Valle's Steak House in Syracuse.

The regular April 19 meeting featured the 1940 films of Charles Rich, narrated by Norm Kistner, with steam shots of the LV, O&W, Erie, DL&W, and NYC. It was announced that Ben Franklin had donated his fine movies of fan trips in the late 1930's and early '40's to the Chapter.

Jack Collins presented a slide program on May 17 entitled "60's Safari with a National Director."

CONNECTICUT VALLEY

Bob Bylo provided a slide show for the Chapter meeting at the Trolley Museum on May 28.

RED RIVER VALLEY

At the January meeting Otis Phelps spoke about the Clay County Historical Centennial Pageant to be held in July, with the possibility of the Chapter sponsoring a booth at this event.

Entertainment at the February meeting consisted of a slide-lecture program about Japanese railroads by William Flint, slides by Patrick J. Delmore, and the movie **NYC Freight Yard**.

For April, Karl O. Schiebold showed slides and movies of several subjects, including scenes at the Mid-Continent Railway Museum, and of the last runs of the **BN Mainstreeter** and **Western Star**.

Tony Oldknow provided films of BN and CN passenger and freight trains at the May meeting; also shown were two CN films.

Chapter Member Stewart Mitchell wrote an article about the Midland Continental Railroad which appeared in the June edition of **Trains Magazine**.

WASHINGTON

Robert C. Spragg showed slides of Midwestern railroads during the 1950's at the June meeting.

On July 23, a combination bus-rail trip was operated from Washington, D.C. to Upper Darby, Pa., thence via the SEPTA-Red Arrow Division to Norristown using an ex-North Shore **Liberty Liner**, and to Media and Sharon Hill aboard a refurbished Brill center-entrance car.

NORTH ALABAMA

Entertainment for the May meeting of the Redstone Division was a film program provided by Herbert Eckstein entitled "Central Europe by Train." The June meeting of the Division featured the film **End of an Era**, a short movie about logging railroads and steam locomotives.

The Redstone Division has joined with the Huntsville Historical Society and the

Antique Auto Club in a special study for developing the railroad station in Huntsville into a transportation museum.

Routine maintenance and other repair work continues on the Chapter's equipment, including steam locomotive No. 77. It is hoped to have all rolling stock in good operating condition in time for the fall excursion program.

PHILADELPHIA

Three professional films provided the entertainment at the June meeting. Shown were the Santa Fe's **Argentine Yard**; SP's **The Grand Enterprise**, a film produced for the Golden Spike Centennial of 1969; and the Vapor Corp. film **Tomorrow's Speed System Today**, featuring automated train operation.

The Chapter's annual dinner trip was held on July 14. Almost 50 members and guests rode Reading MU trains to Langhorne, Pa. and there enjoyed roast beef or filet of flounder dinners at the Roundhouse Inn.

CINCINNATI

Last of the Giants, a film from the Union Pacific on the Big Boys, was shown at the Chapter meeting on April 19. An added attraction of the evening was Ed Kuhr's film of steam operations in Cincinnati in the 1930's and 1940's.

Jim O'Dell provided a program of slides on the B&O's Cumberland Division May 17 at the First National Bank. Jim's presentation covered action, scenery, and even a rundown of local eating places.

NORTH JERSEY

Bill Brennan presented a program on May 5 of pre-Amtrak passenger service in the western states.

COLLIS P. HUNTINGTON

The April 25 meeting included films of a Southern steam trip behind 4501, the Akron steam trip of 1971 with ex-Reading 2102, and the latest New River trip on the C&O, all by W. K. Rideout. A slide show by Robert C. Withers was given at the regular May 23 meeting.

Chapter members went to Parkersburg for a ride on the Turbo Train April 29 but found the Turbo out of service. They rode instead in B&O standard equipment.

LANCASTER

Bill Seigford arranged to secure five films from the old PRR film library for showing at the Chapter's meeting on April 17. The movies, some in color, had scenes of steam, diesel, electric operations, historical spots, and explanation of developments during the 1940's and '50's.

KANSAS CITY

At the May meeting Charles Winters showed pictures of the railroads in the Fort Smith, Ark. area. For June, Hulen Oliver presented a program on abandoned railroad rights-of-way in Colorado.

The first fan trip of the year was conducted by the Chapter on May 7 aboard the **National Limited** between Kansas City and Jefferson City, Mo. About 50 members and guests attended, including some members of the Topeka Chapter.

Member Bill Schlegel, who was known for his "Sleigh-Gull" movie productions, passed away in the spring of 1972.

LITTLE ROCK

Program for the May meeting included movies of a recent trip of Southern steam locomotive No. 4501, by J. Harlen Wilson, and slides of a recent Chapter "Steam-In", held at Scott, Ark., as shown by Earl L. Saunders, Jr.

Movies of a recent double-header steam train on the Reader Railroad, as well as scenes on the Moscow, Camden & San Augustine during 1964-1965, were shown at the June meeting. Although no formal meetings were held in July and August, members enjoyed several entertainment sessions during the summer.

MIAMI

For the June meeting 16mm sound films from the German Federal Railways were shown. Additionally, a short film portraying the adventures of old-time comedian Charlie Chase aboard a Los Angeles street car was also presented.

A number of Chapter members were aboard the June 3 steam trip on Southern Railway operated by the Jacksonville Chapter.

LEHIGH VALLEY

The Chapter's annual banquet was held on April 15 in the Kempton Community Center, Kempton, Pa. with 102 persons attending. Prior to the dinner, the WK&S Railroad conducted a tour over its line with the gasoline car **Berksy**, a home-built unit similar in appearance to a trolley car. Entertainment for the banquet was provided by Robert F. Wilt, who showed color slides taken during a trip to the Pacific Northwest.

For the May meeting, Richard E. Taylor, Jr., Robert Mohowski and John Treen showed an excellent slide program. Subjects covered were railroad scenes of the past ten years within the New York metropolitan area; a tour of the Wellsville, Addison & Galetton with taped commentary and appropriate background music; and the movement of soft coal trains in North Carolina over the Aberdeen & Rockfish and the Laurinburg & Southern Railroads.

On May 21 the Chapter sponsored a bus tour from Allentown to the Branford trolley museum in Connecticut. The 49 passengers rode several trips over the line on at least six different cars.

No formal meetings were held during July and August. The fall program began in September with Earl Heil presenting a program of European railroads and scenery. For October, Richard Steinmetz showed movies of Pennsylvania trolley systems; some of the movies were taken as early as 1935. Included were Altoona, Allentown, Hershey, Northumberland, Wilkes Barre and York.

LONG ISLAND-SUNRISE TRAIL

Dick Glassberg presented a program on toy trains at the April 21 meeting of the Chapter. The talk was illustrated with numerous pieces from his own collection of tinplate. The program continued with Union Pacific slides from the '50's taken by Frank Zahn.

A feature of the May program was the initial use of the Chapter's newly-acquired 16mm sound projector — the gift of Mimi and Richard Okrosy — with films of the Tokaido Line from Japanese Railways.

NEW YORK

Recent entertainment programs were provided by Allan Berner April 13 on trolley systems in South America and Dennis Hage May 11 on European rail operations.

LAKE SHORE

A number of films from the NRHS Film Library were shown at the May 20 meeting of the Chapter. Movies from the collection of Dennis Cowley of NYC steam and early diesel operations were shown June 17.

James Caldwell was named as national director and Roger Trump joined the Chapter's board of directors.

INDIANAPOLIS

The June 12 meeting of the Chapter provided members with an opportunity to learn the mechanics of putting together a timetable. The program, held at the I.U. Medical Center, was provided by member Bill Preston.

BALTIMORE

A program relating to the 100th Anniversary of the Western Maryland Railway was presented at the June meeting by Mr. George M. Leilich, vice president-operations of the railroad.

CENTRAL OKLAHOMA

Entertainment for the June meeting consisted of slides by Howard B. Thornton, whose subject was railroading in the eastern portion of the United States.

CHARLESTON

Featured at the May meeting was the classic film **The Great Locomotive Chase**, starring Buster Keaton.

Body repairs on dining car 3157 have been completed, with some mechanical work remaining to be done.

GULF COAST

Shown at the June meeting was a selection of films from the collection of the Houston Public Library.

Mrs. A. A. Rohde, who with her husband was in charge of the Chapter's museum operation, died on June 8.

During National Transportation Week the Houston Belt & Terminal again utilized Chapter cars **Good Cheer** and 1141 for a tour of Belt facilities. Several members were aboard the special train.

ONTARIO & WESTERN

W. Gifford Moore, president of the Lehigh & Hudson River Railway, spoke at the May 5 Chapter meeting on the reorganization efforts of that line. European steam was featured in the entertainment program by Ken Coombs.

The Chapter's bus tour of the Scranton Division of the O&W was held May 7 with 45 members and guests on board. The presence of two retired O&W engineers, Elwin Mumford and Oscar O. Bennett, added to the color of the running commentary.

CHAMPLAIN VALLEY

On April 12, Member Bob Sheridan of Burlington gave a slide presentation on the many variations of diesel motive power. The May 10 meeting was held at the Green Mountain Power Company's office building and the entertainment was provided by the joint efforts of the following Chapter members: Maurice Vercoe, Wayne Foster, Walt Warman, Ralph Denio, and Jerry Fox. Wayne briefly described the activities of a local group of model railroad fans and Ralph exhibited a live steam engine.

HARRISBURG

The Chapter held its April 29 meeting aboard Penn Central Train 540 to Washington, the members enjoying breakfast in the diner. They spent the day sightseeing in Washington and some took the opportunity to visit the transportation exhibits at the Smithsonian Institution.

HORSESHOE CURVE

Entertainment at the June 13 meeting of the Chapter was provided by Jim Kelly.

AUGUSTA

At the May meeting George Weiss showed slides of his trips to Mexico and Switzerland. For June, a slide program about railroading in Australia was obtained from the NRHS Film Library.

On June 17, the Chapter sponsored the **Dixie Flyer**, a steam excursion between Augusta and Savannah, via the Southern Railway. Headed by Mikado No. 4501, the special train consisted of reserved seat coaches, the open-air coaches **Missionary Ridge** and **Lookout Mountain**, and the Chapter's own club car No. 339.

HEART OF DIXIE

The May meeting program featured a color film produced by member Lyle Key entitled "A Pre-Amtrak Look at Passenger Trains of the Pacific Coast." Included were scenes in California, Minnesota, Oregon and Wyoming of many famous name trains now extinct.

On May 27, the Chapter operated a double-headed steam excursion between Birmingham and Opelika, Ala. Steam locomotives 722 and 4501 headed the sold-out 19 car train, whose consist included four Chapter-owned cars: coach 1062, dome



Southern Railway

A housewarming was held for the *Best Friend of Charleston* replica upon completion of the new display building next to the Aiken House in downtown Charleston, S.C. The dedication ceremony was attended by representatives of the city, Southern Railway and the Charleston Chapter. Speakers included W. Graham Claytor, Jr., Southern president; Mayor J. Palmer Gaillard and G. Pinckney Darby, Chapter president.

coach 2202, coach **Birmingham**, and the commissary car. The train was split at Opelika, with No. 4501 heading a special consist to Columbus, Ga., while No. 722 returned to Birmingham with the remainder of the train.

Long-time member Philip A. Sharble died last spring.

BLACKHAWK

In connection with the Midwest Region NMRA convention, the Blackhawk Chapter sponsored a breakfast seminar on May 13 at the Knight's Table Restaurant in Glen Ellyn, Illinois. Frank Shaffer, associate editor of **Modern Railroads**, spoke on "Rail History and the Model Railroader."

Murray Schantzen was appointed national director at the May meeting of the board of directors.

ROCHESTER

The Chapter's annual banquet was held on May 19 at Sweet's Party House in Webster. The entertainment was arranged by Richard Barrett.

A slide and film program was presented by the Chapter at the Sully Branch Library in Rochester on May 16.

Recent programs at meetings consisted of Tom Brewer's "The Coal Docks on Lake Ontario" and Bob French's "Western Album" on April 20 and a slide presentation by Charles Knoll, "Viva Vapor! Long Live Steam!" on May 18.

ATLANTA

Program for the June meeting was provided by members who showed movies and slides of various railroad subjects.

On July 1, Chapter steam locomotive No. 750 teamed up with Southern Consolidation 722 to doublehead the annual **Georgia Peach Special** between Atlanta and Macon, operating outbound via the CofG and inbound via the Southern.

Final grading at the Museum site has been completed, along with staking and alignment of the proposed operating loop. Wesley L. Comer is supervising restoration of the Western Union car.

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WAREHOUSE POINT

(Continued from Page 23)

ing a Jackson multiple tie tamper and a motorized spiker. Both were rebuilt from junked units obtained from the Boston & Maine Railroad.

Some of the most significant work has been done in past years on signaling and communications. The main line is completely protected for all traffic with both colorlight and semaphore signals. Although the signal system is much more extensive than that used by most traction companies, its primary purpose is still one of safety. In addition, it gives visitors a chance to see railroad signals in operation, particularly the increasingly-rare semaphore.

The museum is constantly seeking to improve its facilities. However, with crowds approaching 4,000 persons on some weekends, accommodations for the public are receiving increased attention. Work on a new station is slated to get under way this year. It will include ticket and operations offices, indoor and outdoor waiting areas, gift shop and toilets. A paved parking area is also planned. A small picnic area now exists, but a larger one to encourage family trade as Piney Ridge Park did is also under consideration.

In the near future, emphasis will be concentrated on car storage and repair facilities, additional trackwork around carbarns and lengthening of the main line. Car restoration is, of course, a continuous project.

Each year the museum holds several special events. Winterfest during the Christmas and New Year's holidays annually draws thousands of visitors. The main line and some cars are decorated with colored lights, and trolleys run at night as well as during the afternoons. Publicity from local newspapers and television and radio stations has greatly boosted the attendance at this affair.

Other major events include antique fire engine and auto shows. Previously held as one, large turnouts have forced the museum to separate them. The shows are organized jointly with the Connecticut Antique Fire Apparatus Association (Trolley Museum Fire Department), an organization founded by three CERA members.

Trolleys operate year around on Sundays from noon until 5 P.M. and on Saturdays and holidays from May through December.

The museum is located on State Route 140 about $\frac{3}{4}$ mile east of Interstate 91. The Route 140 (Bridge Street) exit from I-91 is in Warehouse Point, which is about midway between Hartford and Springfield. At the end of the exit ramps there are Highway Bureau signs pointing the way to the museum.

CERA welcomes new members. Information on memberships, schedules and charters is available from CERA, P.O. Box 436, Warehouse Point, Connecticut 06088.

CHAPTER ACTIVITIES

(Continued from Page 45)

HAWK MOUNTAIN

The May meeting was held in Kempton, Pa. in conjunction with NRHS Day on the WK&S Steam Railroad. Entertainment in the form of a 35mm slide program was provided by Joe Nemeth.

The sixth annual picnic of the Chapter was held July 22 at the Reading Society of Model Engineers' Laurel Run Railroad at Temple, Pa. Members and guests photographed and rode behind the railroad's steam locomotive No. 730, and a slide program of Swiss railroads was presented by John B. Knoll. The picnic had originally been scheduled for June 24 but was washed out by Tropical Storm "Agnes."

Although no formal meetings were held during the summer months, field trips were taken to Gladstone, N.J. via the EL's electric line during July, and between Media and Chester, Pa. on the PC in August.



MEMBERSHIP EMBLEMS

Official NRHS membership buttons, tie clasps, decals, and cloth emblems available. Buttons and tie clasps are finished in an attractive combination of gold and green. Cloth emblems are washable and non-shrinkable, can be sewed on jackets, caps, etc. Decals suitable for either inside or outside of windows.

LAPEL BUTTONS (pin or screw back)	\$1.75 each
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Lots of 5 or more to chapters,	2.25 each
CLOTH PATCH, 3" ROUND	.75 each
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Send check or money order to **EVE WALKER**, Chairman, Emblem Sales Com., c/o Masonic Nurses' Home, Elizabethtown, PA 17022

25 YEAR MEMBERS HONORED

Continuing our policy of previous years, I take pleasure in listing below those members who joined the Society, its predecessors or affiliated groups, in 1946, and thus became entitled to 25 year pins last year.

A sterling silver membership button has been presented to those eligible.

While every effort has been made to compile an accurate list, if anyone has been overlooked, please advise the committee.

Leon R. Franks

Chairman, 25 Year Committee

Robert L. Abrams
Lewis N. Baia
Ralph L. Cooper
Arthur F. Duran
John R. Eicker
Kenneth F. Hasse
Lewis R. Hulfish
Samuel L. James, Jr.
Donald W. Kehl
Russell S. Lyle
Oliver W. McKim
William B. Pape
Paul L. Rike
Charles C. Rowland
Russel N. Schram
Sidney B. Silleck, Jr.
George C. Springer
Robert A. Truax
Francis R. Vaughn
Edward V. Wadhams
Major James W. Wall
Howard P. Weaver

George V. Arnoux
Nelson W. Bowers
Henry Dickinson, Jr.
Warren T. Dyre
Sanford A. Goodrick, Jr.
Dr. Roland Holroyd
Alan G. Hunn
Bruce B. Johnstone
Norman E. Kistner
Harry R. MacQueen
P. Richard Myers
Russell A. Putney
Lyndon C. Roach
Ross E. Rowland, Sr.
Bruce D. Sellman
William E. Sloan, Jr.
Francis B. Tosh
Harry M. Vallas
Rudolph H. Volin
Ellis E. Walker, Jr.
Robert O. Waters
Rolf E. Wisness

NEW BOOKS

(Continued from Page 31)

of familiar locomotive sounds by the instrumentalists. Nowadays for those who spurn the extremes of "acid rock" and similar expressions of the Now Generation, there is among other things "country and western," a more traditional yet equally expressive musical media. The tunes and arrangements in **Songs of the Railroad** are definitely "country and western."

The fidelity of the reproduction is for the most part good considering the fact that all sixteen numbers were recorded originally between thirty-eight and forty-eight years ago with relatively primitive equipment — by today's standards. The

words of some of the ballads are not very clear, however, so that the listener is lost without the printed lyrics which usually are provided with records of this type. The single monaural disc comes in an attractive jacket which features a vintage photograph of a turn of the century L&N passenger train standing at a small station. On the back are some explanatory notes and a list of the titles and performers of each number.

For the collectors of American railroadiana whose frame of reference extends beyond rare photographs, old lanterns, switch keys, and station clocks, **Songs of the Railroad** will add a new dimension to your treasure trove as well as provide some musical entertainment.

R.T.L., Jr.



Harry P. Dodge

Harry P. Dodge died September 5, 1972 after a heart attack in Trier, Germany at the age of 52. He and his wife, the former Patricia Sims, had left the United States on September 2 to spend a few days in Europe before continuing on an extensive tour of the former French colonies in Africa.

Funeral services were held September 12 in Silver Spring, Md. with a number of Society officers and members in attendance.

Harry was born in Takoma Park, Md. and resided for most of his life in Montgomery County, Maryland. He was a past president of the Washington Chapter, a founder member of the Potomac Chapter, and since 1962 chairman of the NRHS Film Library. In addition, he was vice president of the National Capital Trolley Museum, Wheaton, Md., as well as being a member of the Rockville (Md.) Society of Model Engineers and the Silver Spring Philatelic Society. He was well known in Montgomery County as a custom builder of quality homes.

Besides his wife, he leaves three sons: Harry P., Jr. of Rockville, James R. and Andrew R. of Olney, Md., and two grandchildren.

The above statistics give little indication of the esteem in which Harry Dodge was held among his many friends. He was a superb organizer and had an inherent sense of the correct approach, whether it was in organizing a chapter, helping build a museum, running a fantrip or finding the best spot to photograph trains. His artistry with both the still and 16mm movie camera was widely known. Harry spent a considerable amount of time in initiating and maintaining the Film Library from which many chapters have secured programs. In addition to extensively covering the American railroad scene, he had made close to two dozen trips overseas culminating in last year's round-the-world tour via the Trans-Siberian railway.

Our Society has lost a friend.

His friends mourn him and there is a void in their lives.

And I have lost a very close friend.

A.M.

John M. Holst

John M. Holst, Western News Editor of *The Bulletin*, died suddenly on August 26, 1972 in Portland, Ore., following surgery. He was 38.

Born in Dallas, Ore., Jack grew up in the logging town of Bend where he soon acquired an active interest in railroading. After graduation from Oregon State University in 1956 with a B.S. degree in natural resources, he moved to Portland to begin a career in regional planning. He also became known as one of the best-informed railfans in the Northwest and an authority on geared locomotives.

Jack became a Society member in 1963, assumed a major role at the 1965 Portland Convention, and later served as president and national director of the Pacific Northwest Chapter. He joined the *Bulletin* staff in 1969. At the time of his death he was heading the Chapter's project to restore a two-truck Shay acquired from Stimson Lumber Company. Jack had also been instrumental in organizing the Pacific Northwest Railfans Conference (RAILCON), an annual gathering of rail clubs from Washington, Oregon and British Columbia.

In addition to his NRHS activities, Jack was a member of the Pacific Locomotive Association, the Puget Sound Railway Historical Association, the National Model Railroad Association, and was a regular contributor to the railfan publication *Pacific News*. He is co-author of a nearly-completed history of the Heisler locomotive, which is expected to be published in the near future.

He is survived by his wife Shari and daughter Suzi, to whom Society members and the *Bulletin* staff extend their deepest sympathy. All who knew Jack Holst feel the loss of this talented and energetic young man.

F.G.T.